

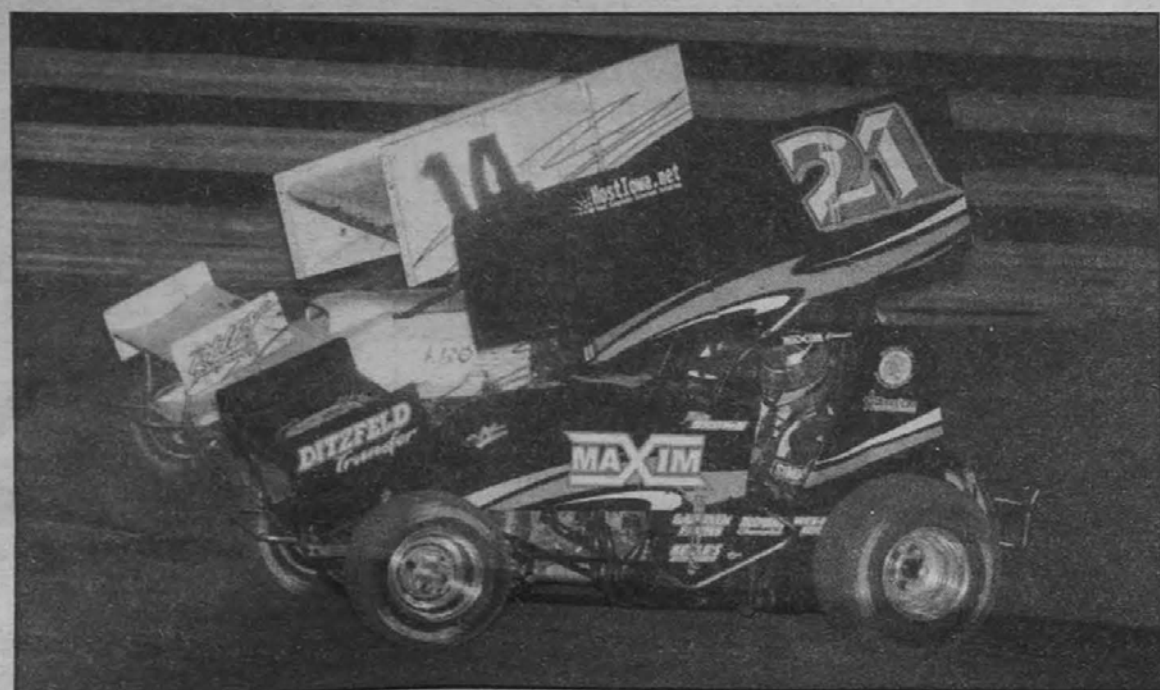
THE Checker RACING NEWS

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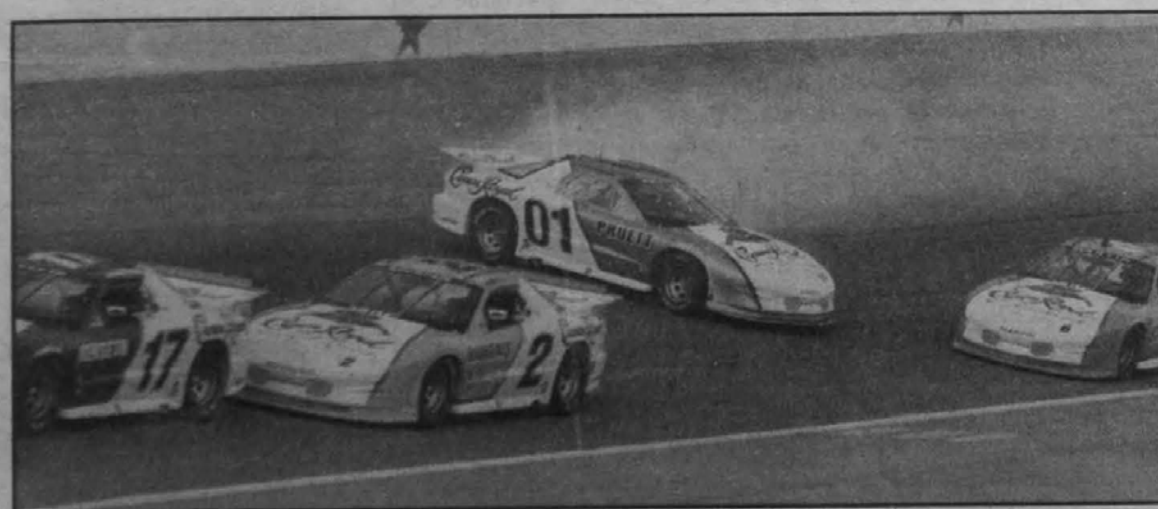
'Geneva LLM Special to UlrichPage 4



Wayne Johnson (14AJ) uses the high side to work around Brian Brown (21) at the Southern Iowa Speedway in Oskaloosa, IA, on Saturday. Johnson was victorious in the Searsboro Telephone "Spring Challenge." **See Page 2.** (Doug Johnson photo)



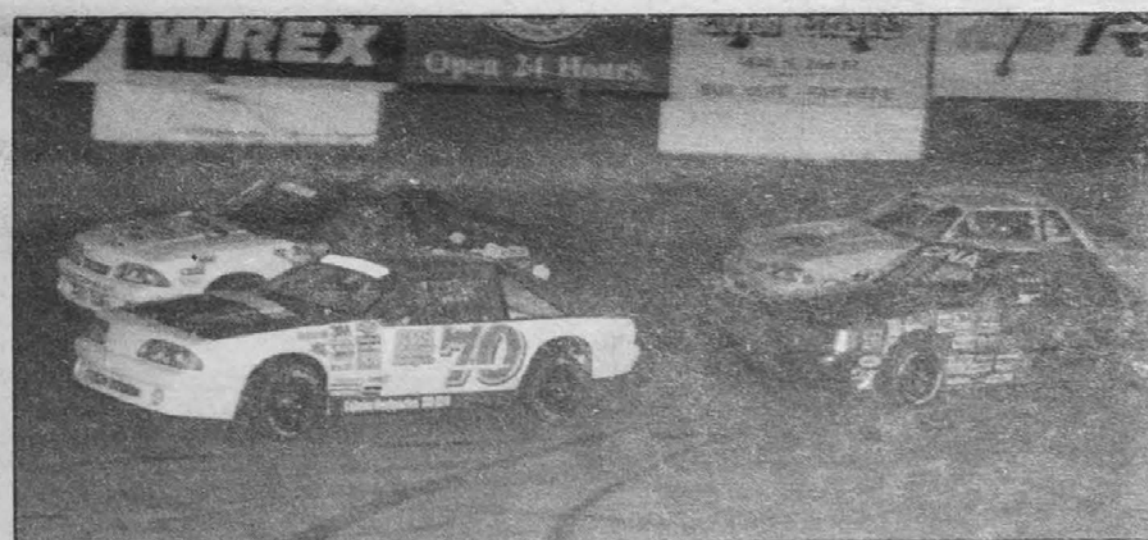
Jason Foley (7) used the inside rumble strip to edge past Chris Kalnins (6) during Junior Can Class Badger Kart Club action on Sunday, April 17, at the Badger Raceway in Dousman, WI. **See Page 5.** (Bob Cruse photo)



Scott Pruett (01) tags the wall in turn 4 at Texas Motor Speedway in fort Worth, TX, on Friday, April 15, ending his run in the IROC race there early. **See Page 10.** (Don Norman photo)



Brian Ulrich (23) of Racine passes Watertown's Nick Wendt (46) for the lead of the 50-lap limited late model "Spring Fling" feature Saturday night at Lake Geneva (WI) Raceway. **See Page 4.** (Mark Melchiori photo)



B.J. Sparkman (70) holds off Dave Wagner (55), Nick Cina, Jr. (10) and Jason Bragg (4) early in Saturday's American Short Tracker feature at Rockford (IL) Speedway. **See Page 5.** (Marty Langenberg photos)



Dave Weltmeyer (16) edges Mike White (00) at the stripe by *that much* for the opening-night win at the Illiana Speedway Saturday night in Schererville, IN. **See Page 8.** (Chuck Gonzalez photo)

Johnson Opens '05 IRA Campaign with Oskaloosa Win

OSKALOOSA, IA, April 16 -- Despite a threat of rain throughout the area, the familiar sound of 410 sprint car motors filled the air of Southern Iowa Speedway as the Bumper to Bumper IRA Outlaw Sprint Series sanctioned the third annual Searsboro Telephone "Spring Classic," and the field of cars on hand were chomping at the bit to get the series' 2005 season underway.

Wayne Johnson bested the field in time trials as the final car out, by turning a lap of 15.876 seconds, edging out last year's quick qualifier Kerry Madsen. Heat wins went to Travis Whitney, Mike Kertscher and Mike Moore, and Ricky Logan picked up the season's first B-main win.

In the A-main Kim Mock set the pace from the pole by virtue of a ten-car inversion, but a red flag halted his progress on lap 3 when Skip Jackson flipped in turn 3. Once the green was displayed again Mock got a good jump on second-running Don Drou, Jr., but the red flag quickly returned when Jerrel Slinkard did a series of flips entering turn 1. Slinkard and Jackson both escaped injury.

Mock held the top spot after the restart until his brakes became an issue and he slipped up the track, allowing Drou to drive under him on lap 6. Drou maintained the lead until a charging Johnson caught him entering turn 1 on lap 11 and used momen-



turn off the cushion to get by. Johnson went on to pick up his first IRA win of the season.

"The car was just so smooth," Johnson related after his win. "I really didn't think we were going that fast, it was just that comfortable and easy to drive. The guys (crew) did an awesome job and gave me a great car."

RESULTS

IRA SPRINTS

Time Trials: Wayne Johnson, 15.876 secs, 113.379 mph.

Heat Winners: Travis Whitney, Mike Kertscher, Mike Moore.

B-Main: Ricky Logan.

A-Main: 1-10: Wayne Johnson, Don Drou, Jr., Calvin Landis, Tim St. Arnold, Kerry Madsen, Kim Mock, Chad Meyer, Brian Brown, Billy Alley, Ricky Logan.

11-20: Scotty Neitzel, Mike Moore, Lynton Jeffrey, Ryan Anderson, Steve Meyer, Travis Whitney, Matt Moro, Jerrel Slinkard, Mike Kertscher, Skip Jackson.

Wayne Johnson is joined by the Oskaloosa Fair Queen (r) and his daughter in victory lane after winning the Searsboro Telephone "Spring Classic" winged sprint feature Saturday night. The victory was worth \$2,500 and a ton of momentum as the team prepares for a run at the Knoxville (IA) Raceway track championship in 2005.

(Doug Johnson photo)

Eswein Wins as Bell Memorial Kicks Off Marshfield Season

MARSHFIELD, WI, April 17 -- Although rains delayed the opening of the Marshfield Super Speedway's 2005 race season for one day, it didn't stop the crowds from coming out Sunday to support the John Bell Memorial Night, with proceeds going to benefit cancer research.

Mark Eswein claimed the first super late model fast time of the season, while Brian Weinfurter was quick timer in the super stocks, Greg Blount set fast time in the four-cylinders, and Cody Meyer took the one-man cruiser fast time.

The 25-lap super late model feature was led early by Jay VanDerGeest, but by lap 3 Jeff Weinfurter had taken the lead. Eswein came from the back to the front to take second from VanDerGeest on the following lap, and Ben Pettis worked his way past VanDerGeest for third on lap 5. On lap 6 Eswein challenged and took the lead

from Weinfurter, and as the laps wound down Pettis also reeled in Weinfurter while Greg Back worked for fourth, but neither were able to advance before the checkered flew. Eswein won the first feature of the season, with Weinfurter second, Pettis third, VanDerGeest fourth and Back fifth.

The first three laps of the super stock feature were led by Chad Scholl, but Andy Simonis soon took the lead and held on for the win. Bo Bennis drove to the front and took second from Scholl on lap 13, and Weinfurter came up to take third at the line. Travis Zvolena finished fifth.

Young Adam Eckes led the four-cylinder feature for the first six laps before Dale Louze took charge of the caution-free race. Dan McGiveron passed Eckes a few laps later for second, but he began having engine trouble with only four laps to go and was

forced to pit. Dale Louze held on for the win, Eckes reclaimed second, Jeremiah Strauss took third, Kevin Eckes moved up to take fourth, and Paul Berg grabbed the fifth spot.

The cruiser feature was led and won by Dave Knauf, with Cody Meyer, Wayne Dietz, Tim Dickman and Mike Denny trailing.

Next Saturday, the pits open at 3:30 pm, the stands open at 5, qualifying is at 6 and racing is at 7:30 pm. Race divisions will include limited late models, super stocks, four-cylinders and one-man cruisers. The raindate is Sunday at the same times. Marshfield Super Speedway is located 3.5 miles west of Marshfield on County Road H, with weekly Saturday night stock car racing through September. All fans 16 years of age and older are invited to sign up free every racenight to win the 2005 Ford Mustang pace car.

RESULTS

SUPER LATE MODELS

Qualifying: Mark Eswein, 17.854 secs.

Heat: Weinfurter, Eswein, VanDerGeest.

Feature: Eswein, Weinfurter, Pettis, VanDerGeest, Greg Back, Kempf, Gress, Hintz, Gibbons, Grunden.

CWSSA SUPER STOCKS

Qualifying: Brian Weinfurter, 20.566 secs.

Heat: Scholl, Simonis, Meyer, Weinfurter, Bennis.

Feature: Simonis, Bennis, Weinfurter, Scholl, Zvolena, Meyer, Karl, Simonis.

FOUR-CYLINDERS

Qualifying: Greg Blount, 22.360 secs.

Heat 1: G. Brandt, Dalsky, Lietz.

Heat 2: A. Eckes, Flick, Hockin.

Heat 3: Louze, McGiveron, Berg.

Semi-Feature: Hockin, Luedtke, Dalsky.

Feature: Louze, A. Eckes, Strauss, K. Eckes, Berg, Flick, Blount, Dunow, Schlough, S. Hauser.

ONE-MAN CRUISERS

Qualifying: Cody Meyer, 23.547 secs.

Heat: Meyer, Knauf, Dickman.

Feature: Knauf, Meyer, Dietz, Dickman, Denny.

Jefferson to Host Only WCS Quarter-Mile Event of '05

JEFFERSON, WI, April 18 -- Several of the area's fastest full-bodied asphalt race cars will take to the tight quarter-mile paved Jefferson Speedway oval for 100 laps of super late model racing on Saturday, April 23, when the Wisconsin Challenge Series makes its only appearance on a track smaller than a third-mile this year for the Star Packaging 100.

The Series has hosted a number of events on quarter-mile Wisconsin ovals in the past, including a successful event at Jefferson last season, captured by former NASCAR Busch Series driver Jason

Schuler, who began his career there. The Series hosted three contests last year on quarter-miles, but in limiting the schedule to ten events this season those events have been reduced to just the Jefferson Speedway date.

"The quarter-mile tracks are a great equalizer, as (races on them) become more of what the man does behind the wheel, than what's in the machine," noted WCS events director Jeffery Sachse. "The quarter-mile tracks have been a good foundation for WCS over the years, and we hope to continue to bring super late models to these tracks, since many of our racers started on the shorter ovals."

WCS short-track contests at State Park Speedway in Wausau, 141 Speedway in Francis Creek, Columbus 151 Speedway and Jefferson have been among the hardest fought and most caution-free contests presented by the Series. "The smaller tracks do leave the occasional rub marks on the cars, but overall the races have been well run," says Sachse. "It's amazing these guys can run so close for so long with so few accidents."

The WCS's first quarter-mile event was held in May 2002 at Columbus 151 Speedway, where Burton Brown slipped past all-time WCS points leader Ken Reiser in the closing laps to take the win. Local racer Scott Patrick also snuck past Reiser on the final lap, giving the two-time Columbus champ a solid sec-

ond-place showing.

Local drivers, in fact, fare very well in short-ovals WCS events, as witnessed last season at Jefferson, when John Ovadal, Jr., led much of the early going before a mechanical problem resulted in an accident. "I feel the hometrack advantage really comes into play on the shorter tracks, where the weekly racer knows the best line around the raceway," noted Sachse. "The WCS guys will be well challenged by the locals again this year at Jefferson."

Ovadal has already tested the WCS waters this year by entering the Series' season-opening event two weeks ago. He should be a strong contender at Jefferson, as should other track regulars such as Dan Chesmore, Jim Jarlsberg and Jason Erickson, who have indicated they will participate in the event.

Past Series champions have also fared well on the short ovals. Erik Darnell of Beach Park, IL, used victories at Columbus 151 and 141 Speedway to boost his 2003 championship effort, and 2004 WCS champ Mark Eswein of Wisconsin Rapids captured the August race at Columbus last year. The Jefferson contest winner could very well end up in the title chase at season's end, Sachse speculates.

A pair of 30-lap qualifying races will set the field for the 100-lap main event. Four other divisions of competition, including the Sportsman, hobby stock, four-cylinder and Bandit classes, will be in action. Pit gates open at noon, practice begins at 1 pm, qualifying is at 4:30, and the first green flag of the day will fly at 7 pm.

Jefferson Speedway is located on halfway between Cambridge and Jefferson on Highway 18.



Jason Schuler (37) held off Kevin Tunks (2) of Edgerton and Jeff Kendall of Montello on his way to victory in the 2004 100-lap Wisconsin Challenge Series super late model stock car race held at Jefferson Speedway. The Speedway opens Saturday night, April 23, by hosting the return of the WCS super late model stock cars.

(Jim Cleveland photo)

Bickle, Twin 75s to Kick Off Slinger Season

Reduced opening day prices offered

SLINGER, WI, April 8 -- Slinger Super Speedway opens for the 59th consecutive year on April 24 with the Miller Lite Twin 75s. Late models will headline the event, joined by the Midwest modified and Midwest Sportsman divisions.

Gates will open at noon, time trials are at 1 pm, and racing starts at 2.

Rich Bickle, Jr., has recently been added to the line-up for the Twin 75s. Bickle has multiple NASCAR Truck Series wins to go with his Slinger Speedway track championships and Slinger Nationals titles. Bickle will join defending Slinger track champion Brad Mueller and past champions Lowell Bennett, Al Schill and Conrad Morgan for the event.

On Saturday, April 23, fans will have the opportunity to view many of the 2005 competitors during the annual practice day. Late models, Mid-mods, Midwest Sportsman, Thunderstocks, Slinger Bees and figure-8s will be on hand, and general grandstand admission is free.

The 26th annual Slinger Nationals will take place July 12 and will include a 250-lap featuring many of the best drivers in the Midwest racing against NASCAR stars. Participating drivers will be announced soon.

This year Slinger will welcome back fans with a reduced opening-day admission price. All general admission tickets will be the same prices as regular Sunday points races. Also, kids ages 11 and under are admitted free with an adult.

There are select advertising and sponsorship opportunities as well as company and group outings available for the 2005 season. For more information, contact the Speedway's public relations department at (262) 370-0440 or contact the track at (262) 644-5921.

Intercomp Named as Official Scale of ASL


MINNEAPOLIS, MN -- Intercomp Scales has been designated the official scale supplier of the American Stock Car League.

Intercomp is also the official scale for all other Mid-American Stock Car Series, Inc., divisions, including the Midwest Stock Car Classics, Midwest AllStar Racing Series late models, and Mid-Am super trucks and stock cars.

The champion in each division will receive a Race Car Management CD-ROM software system from Intercomp at the combined series banquet on November 5.

The Minneapolis-based company provides teams with chassis set-up, scaling and alignment products. Contact the company by calling (800) 328-3336 for more information.

The ASL opener is Saturday, April 30, at I-70 Speedway in Odessa, MO.



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Hot Laps

Lucas Oil Acquires NARA DirtCar Racing Series Retains Swims; will boost Winner's Circle program

CORONA, CA, April 12 -- Lucas Oil has acquired the ownership of the NARA DirtCar Series of Lexington, KY. The North American Racing Association, which had signed Lucas Oil as its title sponsor for 2005, will now be operated by I-10 Race Promotions and title the series the "Lucas Oil Late Model Dirt Series."

Increased prize money for competitors and additions to the management team are beginning steps for the tour for national, regional and local dirt late model teams.

"We have been in negotiations about acquiring the racing series since we came on board as the title sponsor late last year," stated Lucas Oil executive vice-president Bob Patison. "We reached an agreement this past week, and we felt like it was the right time to make the announcement."

"Lucas Oil is excited about building a professional dirt late model race series."

Under this acquisition the Series will continue to operate as scheduled for the 2005 season. All driver points will still carry on as they are listed, and the schedule will remain the same, with a few more dates possibly added to bring the tour to 30-35 events.

Starting this past weekend, the new "Winner's Circle" plan that rewards the top ten in points has been increased to pay \$500 per position at each race - a total of \$150,000 for the next 30 events. As a bonus, for the next three races a loyalty program will pay \$300 to any driver outside of the top ten, back to 35th position in points, that has attempted to qualify at every Series event in 2005.

The year-end points fund, including the Winner's Circle and loyalty programs, will total over \$300,000 in 2005. The year-end points champion will receive \$30,000, with tenth place receiving \$10,000.

Also, former UDTRA Series president Mike Swims will be joining the new management team to assist with the future planning and development of the series. Swims' 25 years of experience includes presiding over the longest-running sponsor-series relationship in dirt racing, with UDTRA and Hav-a-Tampa.

Spencer Wilson will continue to be the race director and point of contact, Rick Schwallie will continue to be the events coordinator and photographer, and James Essex will stay on to handle announcing and public relations duties. Greg Scheidecker has been added as special events manager, according to Patison.

Lucas Oil has also purchased the Wheatland (MO) Raceway, to be renamed Lucas Oil Speedway. Many renovations and improvements are planned for the dirt track facility, with the intention for it to host major dirt late model and other special events in the near future. Lucas Oil has also recently announced its title sponsorship of the Knoxville Late Model Nationals, to be held at the Knoxville (IA) Raceway September 29-October 1.

AFCO Announces Awards for MARS, Mid-Am

BOONVILLE, IN -- Amercian Fabricating Company of Boonville has announced contingency awards totaling \$1,500 for the Midwest AllStar Racing Series late models, Mid-American Stock Car Series and Mid-Am super trucks.

Awards will be presented to drivers finishing in first, second, third and seventh in final points in each division and for the rookie of the year. The top award for the stock car and late model divisions is \$325 for the champions, if they utilize AFCO shocks and springs; the top truck division award is \$150.

For more information about AFCO Products, call (812) 897-0900.

USCS Adds July Event at River Valley

FAYETTEVILLE, GA, April 12 -- The United Sprint Car Series "Outlaw Thunder" tour has added River Valley Speedway in Arkadelphia, AL, to its Independence Day holiday weekend schedule, on Sunday night, July 3. The addition of this event will create a triple-header for the touring winged sprint car drivers over the holiday weekend.

The River Valley Speedway race will be the finale of a weekend series that kicks off at Crossville's Raceway USA in Crossville, TN, then moves on to Thunderhill Raceway in Summertown, TN, before moving south to River Valley. All three multi-region events will award National, Mid-South Thunder regional and Southern Thunder regional points.

Joie of Seating Announces ASL, Mid-Am Contingency Programs

CONCORD, NC -- The Joie of Seating of Concord, makers of custom-designed racing seats, has announced a contingency program for drivers competing in the American StockCar League, Mid-American Stock Car Series, Midwest AllStar Racing Series, Mid-Am Super Truck Series and Midwest Stock Car Classics.

The champion of each division will receive a \$500 certificate towards the purchase of a racing seat, while a safer system attachment will be awarded by draw to one driver in each division finishing second through fifth in the final 2005 point standings. The awards will be presented at the combined series banquet Saturday, November 5, at the Leathersmith Lodge in Sturgeon Bay, WI.

For additional information about Joie of Seating products, call (704) 795-7474.

Midwest Series Rookies Catch Their Breath After Rockford Opener

DAYTONA BEACH, FL, April 15 -- With the first event of the 2005 NASCAR AutoZone Elite Division, Midwest Series behind them, this year's series rookie class has a chance to catch their breath and soak up that experience.

The Series returns to action on June 4 at Colorado National Speedway in suburban Denver. The rookie class will have their work cut out for them, since the event historically draws one of the toughest fields of the year, and the field will be even stronger as it will be combined with the Elite Division's Southwest Series.

Here are the members of the 2005 rookie class, their previous successes and where they came from:

- Josh Bauer, 26 years old, Random Lake, WI: Bauer got his feet wet in the Midwest Series in 2004 when he competed in two events. He qualified sixth and finished 15th in his series debut at Lake Geneva (WI) Raceway before finishing 20th in last season's finale at the LaCrosse (WI) Fairgrounds Speedway. Bauer turned in one of the most impressive performances by a rookie at the 2005 opener; running in the lead pack all day and finishing fourth. Bauer started racing in 2000 and has competed in Grand National Sportsman cars on the dirt and Mid-American stock cars on pavement. Perhaps the biggest win of his young career came behind the wheel of a Mid-Am car at The Milwaukee Mile in

2004.

- Andrew Morrissey, 20, DeForest, WI: Morrissey enters the Midwest Series having already made a name for himself on Wisconsin short tracks. He owns the late model track qualifying record at Madison (WI) International Speedway while also posting feature wins at Madison, Slinger (WI) Super Speedway and Wisconsin Dells Motor Speedway. Like Bauer, Morrissey tested the Midwest Series' waters in 2004, running five events and finishing in the top ten on three occasions. Morrissey raced from a 22nd-place start to tenth at the checkered flag in the 2005 Midwest Series opener.

- Dexter Bean, 18, Westby, WI: Racing for perhaps the highest profile of all the rookie teams, Bean is a second-generation driver who is completing his senior year at Westby High School. Bean already has two years of late model racing under his belt while competing at LaCrosse Fairgrounds Speedway. During this past January and February, Bean competed in the Elite Division's Southwest Series at Phoenix (AZ) International Raceway and in an ARCA car at Daytona (FL) International Speedway. In 2005 Bean is campaigning a car most recently driven by 1999 Midwest Series champion Brian Hoppe. Bean stayed out of trouble at the Rockford (IL) Speedway in the '05 Series

opener and advanced from 20th to 12th at the finish.

- Nick Schumacher, 29, Hartford, WI: The Rockford Speedway can be tough on rookies, and unfortunately Schumacher found that out the hard way. Racing in his first Midwest Series event, Schumacher's day ended early after tangling with A.J. Rhoads while racing for position. Schumacher climbs aboard the machine owned by noted Midwestern car owners Dan and Sonya DelCamp and which carried Eric Fransen to the Midwest Series rookie title in 2003. Schumacher began racing in 1984 in go-karts and has competed in Legends cars, Mid-Am stock cars, modifieds and ASA late models. He has a karting title to his credit and was the 2003 Midwest Sportsman track champion at Slinger.

Also of note, NASCAR officials recently added a race to the 2005 Midwest Series schedule. The late model tour will visit the quarter-mile Raceway Park in Shakopee, MN, on Friday night, July 15. The trip to Raceway Park will mark the first Series stop at the track just outside of Minneapolis since 1987. Butch Miller was the winner that night, an event highlighted by a racing appearance by Dale Earnhardt. In 1987 the Midwest Series was known as the ARTGO Challenge Series.

MIS Names Divisional Sponsors; ASA LM Certification Day Set

OREGON, WI, April 12 -- Madison International Speedway promoter Steve Einhaus has announced the naming of the four divisional sponsors for the 2005 racing season.

Weekly divisional sponsors will be Weaver Auto Parts (ASA late models), Carquest Auto Parts (super late models), Rockweiler Insulation (Midwest trucks) and Bryden Motors (area Sportsman).

"We are very happy to have such a fine group supporting our weekly racing divisions once again in 2005," noted Einhaus. "We have a lot of great promotional plans for 2005 and look forward to working as a marketing partner with these fine businesses."

In addition to the weekly sponsors, an impressive list of special event and nightly sponsors is also coming on board. "A lot of work has been done over the winter. I think it will be good for the fans, the racers, and especially our sponsors," Einhaus said.

On Saturday, April 23, a certification day will be held for all ASA late model teams. The pits will be open from 9 am-5 pm; there will be no on-track action that day. Certifications will be conducted on a first-come, first-served basis. Tires and fuel will also be available that day.

The first on-track action will take place on Saturday, April 30, when open practice is held for any teams planning to race at MIS in 2005. Practice will be held from noon-5 pm.

The season opener will be held on Sunday, May 1, and

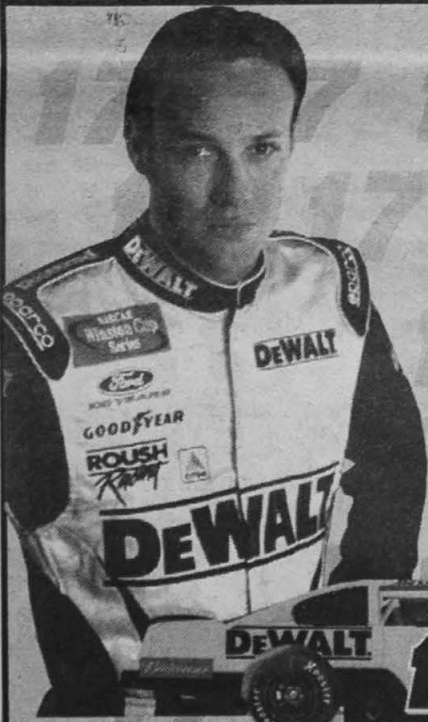
will feature both the Wisconsin Challenge Series for super late models and the Big Eight Limited Late Model Series. Former track champions Dick Trickle and Rich Bickle, Jr., will be participating in the season opener. Pit gates open at 10 am, hot laps begin at noon, qualifying will start at 1:30 pm, and the first

race is set for 3.

"We are expecting a very large field of cars for both series," commented Einhaus. "It will be a treat for the fans who will witness some up-and-coming stars trading paint with veterans like Trickle and Bickle."

Weekly racing returns to Friday nights in 2005, with the


regular-season opener set for Friday, May 6. MIS's weekly program will be enhanced by three visits each by the Mid-American stock cars and trucks, two MARS late model races, the Hoosier Outlaw Sprint Series, the Midwest Enduro Stock Car Series, the Miller Classic, and the USAR Hooters Pro Cup Series.



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Tickets are also available at the Matt Kenseth Fan Club Headquarters in Appleton and Plover	



Kaukauna, Wisconsin 920-766-5577

Rain Washes Away Shawano Opener

SHAWANO, WI, April 16 -- The Shawano Speedway hosted a practice session Saturday afternoon, with a number of drivers participating. Later there were around 100 drivers on hand for the opening race program of the season, but as it was about to start a steady rain began to fall that eventually caused a cancellation of the program.

The Speedway will try again next Saturday to get its first week of racing in the books, starting at 6:30 pm.

Ulrich Wins 'Geneva Spring Fling'

by Dale R. Erdmann, Natasha Fabian & Melissa Bobula

LAKE GENEVA, WI, April 16 -- Temperatures reached into the mid-70s Saturday night for the Big 8 limited late model "Spring Fling" at Lake Geneva Raceway.

Brian Ulrich of Racine, the track's defending millennium late model champion, won the 50-lap feature. The field was so close that everyone finished within a quarter-lap spread.

Josh Wallace crept in front of Don Gaserude early, while Mike Lloyd challenged Gaserude for second. The first caution period came on lap 8, when Jerry Gleason spun, but on the restart Gaserude got turned, collecting fourth-running Chad Stevens and several others. Once underway, Carrie Dygon got turned, then backed into the wall. Wallace led three more laps before Nick Wendt slipped under him for the lead. Two laps later defending "Spring Fling" winner Jeff Steenberg took second and chased Wendt from lap 11 until lap 33.

Then, Ulrich, who had moved from sixth to challenge for the lead in ten laps, took command on lap 34. The race ended with Ulrich just ahead of Steenberg, fast qualifier Sonny Schoffen at Steenberg's side for third, Keith Tolf fourth and Wallace fifth.

"This is the wave of the future," stated LGR promoter Kevin Dawson, referring to the series. "We used these rules at last year's Fall Classic, and it was an excellent show. This Big 8 series is an excellent opportunity for the tracks to get together with a clear set of rules."

The Big 8 series returns to LGR during the Fall Classic on October 1-2nd.

Points leader Jamie Wallace of Pell Lake won his second feature of the season in a super late model event rain-shortened to 24 laps - about half the scheduled distance. As the field made its way onto the track the rains fell briefly, but after hot-lapping the track to dry it, the start went off without delay. Mike Simon, Jr., darted out in front of Terry Patnode, but on lap 4 Russ Blakeley and Patnode made contact for the first caution period. Simon slipped back in front under green with Wallace now pressuring him, and on lap 10 Wallace scooted in front.

The next slowdown came on lap 13 when Vincent Merry spun midpack, and on the restart cars went everywhere, as gear lube had been dumped onto turn 1. After the clean-up Eddie May and Matt Kocourek raced for second for three laps before Kocourek came out ahead. But as



Saturday's "Spring Fling" limited late model feature winner at LGR was Brian Ulrich.

Kocourek drew up on the leader the caution came out again, as lap 25 was to start, and then came the rain. Officials waited briefly to see if the race could continue, but soon the cars were sent into the pits. After ten minutes the race was called complete, with Wallace picking up his second win of the season. Kocourek was awarded second, May took third, and Rick Corso and Kent Burkoth were next.

Josh Wallace of Pell Lake, 17-year-old son of Jamie, pulled double duty and won his first feature of his short career in the super stock 30-lapper. Adam Regnier flew out front early, with first-nighter Adam Mass in second. Wallace moved into third on lap 7, and on lap 11 Mass inched alongside Regnier and into the lead after a three-lap battle.

The only caution came on lap 15, after which the last five laps saw close racing from the leader back. Wallace took the win, with Mass second, points leader Mike Gunderson nipping John Maki, Jr., for third, and Tom Roney getting by Regnier at the wire for fifth.

The 30-lap sportsman feature was won by defending champ Jeremy Bloomberg of Hampshire, IL. Rob Braun paced the field at first, with Rick Rowlett holding second for a lap before John Fischer and Jamie Dorsey made their way by. On lap 12 Bloomberg caught and passed Braun, and on lap 17 Fischer and Dorsey made contact and the caution flew. On the restart Bloomberg marched out front, while James Swan swapped second with Kenny Joosten. Another caution came on lap 21 when Adam Berge slowed, and Bloomberg went on to win the event after the final restart, with Joosten second, Swan third, Kenny Smart fourth and Erik Pierce a close fifth.

Next Saturday night junior fans will get to ride in the race cars, and the Basic

International Cars will join the other three divisions. Time trials begin at 5:45 pm, with racing at 7.

RESULTS

LIMITED LATE MODELS

A-Main: Brian Ulrich, Racine; Jeff Steenberg, Waupun; Sonny Schoffen, Crystal Lake, IL; Keith Tolf, Union Grove; Josh Wallace, Pell Lake; Andy Wendt, Watertown; Mike Lloyd, Machesney Park, IL; Nick Wendt, Watertown; Mike Schmitz, Kenosha; Ken Johnson, Park Ridge, IL.

Heat: Schmitz; Dennis Schmidt, Juneau; Wallace.

Time Trials: Schoffen.

Trophy Dash: Tolf; Schoffen; Steenberg.

SPORTSMEN

A-Main: Jeremy Bloomberg, Hampshire, IL; Kenny Joosten, Wonder Lake, IL; James Swan, Lake Geneva; Ken Smart, Oconomowoc; Erik Pierce, Lake In The Hills, IL; Rob Braun, Dousman; Adam Berge, East Troy; John Fischer, Burlington; 9. Jamie Dorsey, Rockford, IL; Danny Powell, Polo, IL.

Heat: Dorsey; Swan; Powell.

Time Trials: Joosten.

Trophy Dash: Bloomberg; Pierce; Joosten.

SUPER LATE MODELS

A-Main: Jamie Wallace, Pell Lake; Matt Kocourek, Racine; Eddie May, Crystal Lake, IL; Rick Corso, McHenry, IL; Kent Burkoth, Burlington; Don Collins, Trevor; Michael Kruschke, Muskego; Jeremy Spoonmore, Somonauk, IL; Billy Baumeister, Janesville; Terry Patnode, South Milwaukee.

B-Main: Collins; Brad Norgard, Pell Lake; Jeff Menolascino, Walworth.

Heat 1: Collins; Menolascino; Spoonmore.

Heat 2: Fran Prestay, Burlington; Burkoth; Mike Meyerhofer, Burlington.

Time Trials: Jeff Holmgren, Jr., East Troy.

Trophy Dash: Kocourek; Wallace; Holmgren.

SUPER STOCKS

A-Main: Josh Wallace, Pell Lake; Adam Mass, Woodstock, IL; Mike Gunderson, Wind Lake; John Maki, Jr., Antioch, IL; Tom Roney, Ridgefield, IL; Adam Regnier, Twin Lakes; Scott Norton, Wonder Lake, IL; Ken Eisbrenner, Racine; Randy Schneider, Burlington; Dustin Holland, Genoa City.

Heat 1: Al Kuphal, Franklin; Dave Timan, Grayslake, IL; Willy Peterson, Woodstock, IL.

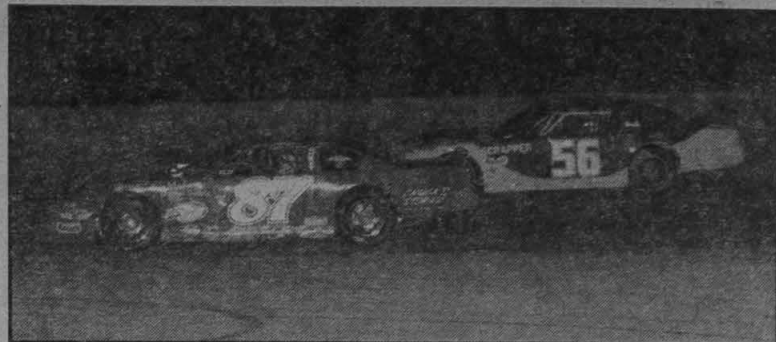
Heat 2: Holland; Tom Jastrab, Genoa City; Regnier.

Time Trials: Roney.

Trophy Dash: Gunderson; Norton; Roney.



Eventual winner Jeremy Bloomberg (18) races with John Fischer (13) during Saturday's Sportsman feature at Geneva.



Jamie Wallace (87) battles with Mike Simon, Jr. (56) during the early stages of the late model feature Saturday at LGR.



Jeff Menolascino hit the tire surrounding one of the light poles at Lake Geneva Raceway during the late model feature. He was unhurt. (Mark Melchiori photos)


Kemenah Doesn't Want Eldora All Star Shutout in '05

ROSSBURG, OH, April 18 -- Defending All Star Sprint Series champion Chad Kemenah will have the opportunity to personally plead his case to the fans Saturday night, April 23, at Eldora Speedway. The popular Findlay veteran went winless at Eldora in 2004, and he insists he doesn't want that to happen in 2005.

Prior to taking to the track Saturday night, the runners of the Midwestern traveling circuit for winged sprint cars will meet and greet fans in a special autograph session from 5:30-6 pm in the patio area. At that time, Kemenah will assure his well-wishers that he and his brother Brian, who serves as mechanic on the Harble Motorsports entry, are on the top of their game. At the same time, their competitors will have the occasion to talk of their plans of keeping Kemenah out of victory lane.

Since 1981, 116 All Star sprint races have been contested on Eldora's half-mile clay oval, with 38 drivers registering wins. Kenny Jacobs has 21 triumphs to date, but it has been since 2001 that the Holmesville native has tasted victory. Earlier this year Jacobs announced that this would be his final season behind the wheel of a sprint car, so adding to that total would be a sweet farewell to a track that has added so much success to his career resume.

Joining the All Star sprints in a tripleheader program will be the UMP modifieds and Eldora's stocks, with the gates swinging open at 4:30 pm. The practice session begins at 6:30, while the racing competition is set to take the green flag at 8 pm.



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Carlson, Sparkman, Brewer Shine at Rockford Speedway

by Kevin Ramsell

LOVES PARK, IL, April 16 -- Despite rain threatening in the area, Rockford Speedway completed its full racing program Saturday night.

Ryan Carlson made the most of his first regular Saturday night appearance in the late model division at Rockford. Carlson started outside on the front row and quickly took the lead over polesitter Jerry Gille. The first caution flew on lap 6 when Gille got loose and spun, and Carlson continued to lead at the restart, while Bobby Wilberg worked his way into second by lap 8, closely followed by Ricky Bilderback. On lap 10 Wilberg got inside on Carlson to challenge for the top spot, but Carlson held him off.

On lap 17 Bilderback's car got into the back of Wilberg's, causing Wilberg to spin. Both were sent to the rear of the field, and from there Carlson held off a late challenge by Matt Berger to capture his first feature win of the season. Jon Reynolds, Jr., finished third.

B.J. Sparkman had an easy night in the American Short Tracker main event. Sparkman started on the pole for the 25-lapper, and after battling side by side for the lead with Dave Wagner on the first lap Sparkman moved ahead on lap 2. After that Sparkman cruised to his first feature



Ryan Carlson (55) holds off Matt Berger (91) and Bobby Wilberg in the late model feature Saturday at Rockford.

win of the season.

Gilbert Brewer used lapped traffic on the last lap to secure his first feature win of the season in the RoadRunner division. Brewer started on the pole of the 20-lap event, and while Randy VonHaden took the lead on the first lap, Brewer took over on lap 2. Billy Robinson worked his way into second and challenged for the lead on the last lap, racing Brewer side by side into turn 3. But the lapped traffic allowed Brewer to get ahead of Robinson and capture the win.

Michael Bilderback passed Kyle Lapier on lap 6 to win the 20-lap Legends feature. Kyle Justits led lap to flag to capture the 12-lap Bandolero feature. And Jeff Myers

passed Nick Ellis with four laps to go to capture the 20-lap Supercup feature.

Next Saturday night, a full racing program will be joined by the Allison Legacy cars. All Loves Park residents will receive an admission discount, and any empty 20-oz. Coca-Cola bottle is worth a discount in admission. Tickets are available at the gate or by calling the Speedway's office at (815) 633-1500.

RESULTS

NASCAR AMERICAN SHORT TRACKERS

A-Main: B.J. Sparkman, Machesney Park; Dave Wagner, Roscoe; Nick Cina, Jr., Loves Park; Jason Bragg, Rockford; Aaron Rude, Cambridge, WI; Randy Samples, Rockton; Donald Russell, Loves Park; Jason Evans, Loves Park; Tim Steger, Rockford; Jack



Steve Hillary (15) and Gene Marocco (98) battle for position in Rockford's RoadRunner feature Saturday.

(Marty Langenberg photos)

Atchison, Stillman Valley.

Heat 1: Samples; Cina; Steve Cavin, South Beloit.

Heat 2: Evans; Russell; Sparkman.

NASCAR LATE MODELS

A-Main: Ryan Carlson, Loves Park; Matt Berger, Loves Park; Jon Reynolds, Jr., Roscoe; Bob Wilberg, Orfordville, WI; Ricky Bilderback, Rockton; Bob Kahler, Belvidere; Bill Hobson, Roscoe; Brett McCoy, Belvidere; Mike Taylor, Stoughton, WI; Chad Misslich, Rockford.

Heat 1: Wilberg; Carlson; Bilderback.

Heat 2: Berger; Jerry Gille, Roscoe; Kahler.

NASCAR ROADRUNNERS

A-Main: Gilbert Brewer, Belvidere; Billy Robinson, Orfordville, WI; Ricky

Weimerskirk, Rockford; Gene Marocco, Machesney Park; Chad Smith, Poplar Grove; Randy VonHaden, Rockford; Chad Lounsbury, Beloit, WI; Wanda Dobbs, Rockton; Ricky Nielsen, Rockford; David Lignell, Rockford.

Heat 1: C. Lounsbury; C. Smith; VonHaden.

Heat 2: Nielsen; Robinson; Dan Sander, Rockton.

Heat 3: Lignell; Brewer; Curt Nighswonger, Rockford.

Qualifying Dash: Duane Lounsbury, Beloit, WI; Dobbs; Greg Pruitt, Rockford.

Challenge: Pat Smith, Loves Park; Jerry Mesch, Rockford; Jerry Jackson, Machesney Park.

Kalish Takes Inaugural TaG Masters Race at Badger

by Mike Weaver

DOUSMAN, WI, April 17 -- Sunday marked the first round of Badger Kart Club's new TaG Masters mini-series. TaG, which is short for "touch-and-go," is a new concept in karting whereby the motors contain on-board starters, which allow drivers to start the vehicle from within the cockpit. Go-kart motors traditionally are started externally by another person.

Another feature of the TaG motor is that several homologated motors have been granted the right to run in the TaG class. To date there are eight different motor types available to be run in the class.

Scott Kalish parlayed his 2004 HPV championship knowledge into a feature win in the new TaG class. Kalish, one of the more experienced drivers in the field, coupled his high-

power motor with very soft tires to work his way from third in the feature to first by the halfway point. Brian Julien, 2004's Shifter champion and another veteran of soft tire and fast motor use, held on for second against another past shifter champ, Lyle Longley, who, on the white-flag lap, attempted a last-ditch late-break pass on Julien, only to slide on by and allow Julien to capture the position.

Other feature races saw Robby Mueller win in Animal Junior Sportsman and Scott Adler win in Senior Sportsman Heavy again. New faces in victory lane included Jacob Feder in HPV Junior and Ryan McNeil in HPV Heavy. Lonny Roy took the checkers in Briggs Four-cycle Senior, and Eric Sutcliffe, Tommy Mayr, Kevin Bowler and Joe Brenner all won in their respective classes.



Bob Janacek (15) leads Philip Johnson (5) and Eugene Delfosse (86) through the "boot" section of Badger Raceway in Dousman, WI, on Sunday, April 17, during Badger Kart Club racing action in the Yamaha Heavy class. (Bob Cruse photo)

Top Florida Driver Middleton Plans Attack on ASL Competition

LAKE CITY, FL -- One of Florida's top young late model stock car drivers has entered the American StockCar League opener Saturday night, April 30, at the I-70 Speedway in Odessa, MO.

Jay Middleton of Lake City will be competing in the 150-lap feature on the high-banked half-mile paved oval.

Middleton holds the ASA National Tour one-lap record

at the Kentucky Super Speedway and won both the Florida Pro and Fastcar Sunbelt late model openers in 2004. "I like real fast tracks," the 20-year-old driver said recently. "I think I'll like I-70. If we do well there, I don't see why we won't run the entire series."

"The sealed motors give a lot of teams an opportunity to win. It's not just four or five

cars dominating like some other series."

Middleton finished 18th in the ASA National points last year despite missing one event.

Racing begins at 7 pm. ASL practice is planned from 1-2:30, and qualifying begins at 5:30 pm. One of I-70's weekly divisions will also be included in the program.

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Limited Late Models will Race Five Times at Slinger in 2005

SLINGER, WI, April 16 -- After a great showing in 2004, Slinger Super Speedway will invite limited late models back for five events in 2005.

The limited late models' first race at Slinger will be on Sunday afternoon, May 8. They will join the regular Sunday program that includes late models, Midwest modifieds, Midwest Sportsman cars, Thunderstocks, Slinger Bees and figure-8 cars. The limited late models will return to Slinger for programs on June 12, July 10, August 7 and September 11.

On Sunday afternoon, April 24, the Slinger Super Speedway will open its 2005 season with the Miller Lite Twin 75s. Rich Bickle will join the local stars and some of the best racers in the Midwest for the night's late model headliners. The Midwest modified and Midwest Sportsman divisions will join the program, with gates opening at noon, time trials starting at 1 pm, and racing at 2. Kids ages 11 and under are admitted free with paid adult admissions.

Fans can get in free on Saturday, April 23, for the Speedway's annual practice day, to take place from noon-4 pm.

There are select advertising and sponsorship opportunities as well as company and group outings available for the 2005 season at the Speedway. For more information, contact the track's public relations department at (262) 370-0440 or the track at (262) 644-5921.

Mom Nature Postpones LaCrosse Show

by Dave Noelke

WEST SALEM, WI, April 16 -- Persistent afternoon intermittent rain showers forced LaCrosse Fairgrounds Speedway officials to postpone Saturday's racing events.

The racing season will continue on Saturday, April 23, as the NASCAR late models, Grand National Sportsman and

Thunderstox are joined by the four-cylinder Hornets for their first appearance of the season. Qualifying will begin at 5:05 pm, with Hornet heat races immediately following approximately at 6:30. The balance of the racing program will begin at 7:15 pm. For more information, call the Speedway's 24-hour Hotline at (608) 786-1525.

Veteran NASCAR Tourer White to Compete in Mid-Am Trucks

SPRINGHILL, KS -- Veteran NASCAR Elite Touring Series driver Ron White of Springhill is headed to the Mid-Am Super Truck Series in 2005, starting with the 2005 series opener Friday night, May 13, at Madison International Speedway in Oregon, WI.

"We've run Madison before (and) are familiar with that

track," said White, who decided to sell his Touring Series equipment and try the trucks. "We can run at our home track at I-70 Speed-way."

Among other top truck racers expected for the May 13 opener are Danny Heinritz of Brussels, WI; Austin Siebert of Lake Lotawana, MO; John Vig, Jr., of Shakopee, MN; Chad Davidson of Lodi, WI;

Tony Holm of Prior Lake, MN; Scott Blecker of Madison, WI; Ricky Archer of Kearney, MO; Donnie Woller of Merrill, WI; Fred Oswald of Lake Mills, WI; Vincent Wilkinson of Sandwich, IL; Kyle Bauknecht of Reedsville, WI; B.J. Dahlke of Verona, WI; Gary Fredrickson of Northfield, MN; John Froelich of Chippewa Falls, WI; Mark Storie of Lakeville, MN; Chris Sevey of Waterloo, IA; Bill Prietzel of Franklin, WI; Tom Meyers of Machesney Park, IL; Butch Mierendorf of Lake Mills, WI; Larry Fitzsimmons of Apple Valley, MN; Brian Class of Oregon, WI; Gary Cerny of Janesville, WI; and Anthony Brewer of Shakopee, MN.

Other Madison International Mid-Am Truck Series "Triple Crown" races are set for Friday nights, July 8 and September 2, with a \$1,000 bonus awarded to the overall champion of the three races on the half-mile paved oval.

For additional information about the super truck division, call (920) 823-2856.

Rice Captures Eldora ALMS Feature

ROSSBURG, OH, April 16 -- Saturday night's invasion of the American Late Model Series at Eldora Speedway produced a classic battle of young lions against seasoned veterans, and while the youngsters prevailed in numbers among the top five, veteran Jerry Rice held the upper hand when the checkered flag flew for his third career ALMS feature win here.

The hard-fought win erased some earlier agony, as a disappointing 15th-best time trial run put Rice behind the eight-ball from the start. Then he barely transferred into the feature with a narrow third-place finish in his heat. But eight of the cars clocking in faster than Rice failed to make the A-main cut, and a starting inversion of six put Rice on the pole for the 25-lap A-main.

From the drop of the green flag he led the entire distance, but hot on his heels was two-time Eldora champion Brian Ruhlman. After a lap 3 caution flag when Josh Williams tagged the turn 4 wall, young Josh Richards, making his Eldora debut, shot under Ruhlman to take over second. Richards got close to Rice a few times, but Rice held Richards at bay, especially when they got into lapped traffic.

Another Eldora rookie, Patrick Sheltra, battled with Ruhlman for third until fourth-year driver Jeep VanWormer powered into fourth on lap 8, and five laps later VanWormer advanced to third. Richards tried to protect second place, but on the white-flag lap VanWormer made a successful *bonsai* move to claim second at the finish, and Sheltra followed VanWormer through to claim third. Ruhlman completed the top five.

In the companion UMP modified headliner, former champion Scott Orr captured his first main event of the year. Orr started on the out-

side pole and outran Ruhlman, who was pulling double duty. Ruhlman came within striking distance several times but couldn't overtake Orr. Rob Williams turned in his best performance of the young season to capture third, while Davey Gantt came home fourth and Gary Richard fifth.

Visiting Jeff Babcock captured the stock car finale, during which several skirmishes slowed the event repeatedly. Following Babcock across the line were Bob Burch, Shawn Phillippi, Mike Dirksen and Lonnie Mobley.

RESULTS

ALMS LATE MODELS

Fast Time: Jeep Van Wormer, 16.045 secs.
Heat 1: Dustin Moore, Scott Fisk, VanWormer.
Heat 2: Bob Lanter, Brian Ruhlman, Tony Marks.
Heat 3: Rusty Seaver, Wayne Maffett, Jr., Patrick Sheltra.
Heat 4: Duane Chamberlain, Rick DeLong, Rusty Schlenk.
Heat 5: Josh Richards, Scott Knepley, Jerry Rice.
B-Main 1: Josh Williams, Chuckie May, David Hilliker.
B-Main 2: Aaron Scott, Shawn Negangard, Kris Patterson.
A-Main: Rice, VanWormer, Sheltra, Richards, Ruhlman, Schlenk, Maffett, Chamberlain, Scott, May.

UMP MODIFIEDS

Heat 1: Scott Orr, Ed Hounshell, Andy Smith.
Heat 2: Gary Richard, Rob Trent, Ed Haudenschild.
Heat 3: Rob Williams, Todd Sanders, Stan Smith.
Heat 4: Brian Ruhlman, Davey Gantt, Aaron Jenkins.
B-Main 1: Paul DeGoe, Steve Shute, Jeff Hoying.
B-Main 2: Curtis Coulter, Steve Ott, Mark Kowarsch.
A-Main: Orr, Ruhlman, Williams, Gantt, Richard, Haudenschild, Trent, Hounshell, Brett Chinn, Jenkins.

STOCK CARS

Heat 1: Barney Craig, Mike Dirksen, Jeff Babcock.
Heat 2: Tim Rostorfer, Rick VanCamp, Tim Conover.
Heat 3: John Philpot, Jr., Bob Burch, Kevin Gossard.
B-Main: Jeff Smith, Mike Chrisman, Matt Philpot.
A-Main: Babcock, Burch, Shawn Phillippi, Dirksen, Lonnie Mobley, Smith, Chrisman 8) John Brooks, VanCamp, Lenny Guyton.

Parsley Grabs Season-Opening CRA Win at Anderson

ANDERSON, IN, April 16 -- On a beautiful spring Saturday evening, 2003 CRA Super Series champion Bobby Parsley started the 2005 season with a win in the Series' season opener at Anderson Speedway.

Parsley had pretty much settled for finishing third in the Anderson 125 after leader Chris Gabehart and second-place Scott Hantz had pulled away with nine laps to go. But that all changed when contact between Hantz and Gabehart sent both cars spinning, sustaining heavy damage. From

there Parsley held off the challenges of Eddie Van Meter and Jack Landis to get the win.

Gabehart started on the pole and set a torrid early pace with Wisconsin's Ryan Mathews in tow. Gabehart looked to be in position to get his first victory with the Series until the contact with Hantz ended his night.

Jack Landis finished third, with Series veterans J.R. Roahrig and Kenny Tweedy following ahead of sixth-place Eddie Hoffman.

Parsley was the fast qualifi-

er out of the 33 cars that were on hand for Saturday night's event, with a time on the banked quarter-mile track of 11.973 seconds, bettering Mathews' time of 11.974. Mathews was making his first-ever start at Anderson Speedway.

The next CRA event will be on Sunday, April 24, at Winchester Speedway, in conjunction with the Rich Vogler Classic for the USAC sprint cars as a part of the Grand Re-Opening Weekend for the Speedway.

Independence to Kick Off Season

INDEPENDENCE, IA -- The 2005 season is set to begin at Independence Motor Speedway on Saturday, April 23. Nineteen nights of weekly points racing are scheduled for the five racing divisions, including IMCA-sanctioned late models, modifieds, stock cars and hobby stocks, as well as the unsanctioned B-modified division.

Last season, Darren Ackerman earned his first career division crown when he tied for the late model title with veteran Curt Martin. Vern Jackson picked up six modified feature wins on his way to the track title and also earned the division's North Central Region championship. Dan Trimble picked up his seventh straight stock car track championship, while Brian Irvine won the hobby stock crown. Rookie B-mod driver Joe Docekal scored title honors in his division.

Gates for the weekly Saturday night shows will open at 4 pm, with hot laps scheduled for 6 and racing set to begin at 6:30 pm. For more information, contact Ryan Clark at (319) 361-3795; for rules or technical questions, contact Dave Bentley at (319) 635-2097. The race day phone is (319) 334-9287.

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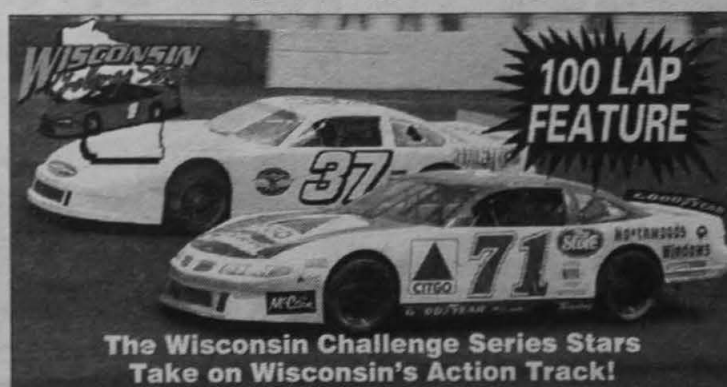
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Sharp Racing Picks Davenport to Drive ASL Entry

ROCKWALL, TX -- Sharp Racing has selected Georgia racing whiz Jonathan Davenport to drive their entry in the newly formed American StockCar League, which opens Saturday night, April 30, at the I-70 Speedway in Odessa, MO, at 7 pm.

Davenport, who is also expected to compete in six NASCAR Truck Series races this year for Sharp Racing, had an incredible 105 feature wins in Legends Pro Series races in the span of four years. He began racing Legends cars when he was 14 years old and put together a string of 25 straight wins, including nine in a row in the Florida Winter Series in 2000.

He had been racing dirt late models near his hometown of Blairsville, GA, with 11 feature wins and 20 fast times over the past two years. He has also competed in some Southern AllStars and Xtreme DirtCar Series events. He has won the Legend Series World Finals title and holds six Legends car track records.

Now 21, Davenport has served as a test driver for Sharp Racing's NASCAR Southwest Tour car last year and has run 25 paved-track races at Lanier (GA) Speedway, where he was a top-ten finisher in his first year of paved-track racing.

Davenport is among many young drivers eligible to make a run for the Pat Schauer Memorial Rookie of the Year recognition award this year in the ASL.

Taylor Edges Ross for Farmer City LM Win

FARMER CITY, IL, April 15 -- Action at Farmer City Raceway heated up Friday night, as 27 late model drivers came to try their hand in the feature.

In time trials, track record holder Ryan Dauber set the fast time at 13.24 seconds. In the feature Dauber took the early lead and surviving several yellow flags in the first 15 laps. By lap 11 Joe Ross, Jr., had worked his way from his eighth-place start to take second and pulled alongside Dauber just as another caution came out on lap 15. Before the restart Dauber went pit-side with steering problems, handing the lead to Ross. On lap 20 Matt Taylor pulled up and challenged Ross for the next three laps, side by side, before Taylor took the lead for good just as the white flag came out. Taylor was followed to the checkers by Ross, Joe Harlan, Benton, KY's Terry English and Eric Smith.

Heat wins went to Dauber

over English and Harlan; Darin Friedman over Corey Turner and Ross; and Smith over Taylor and Donnie Walden. Tim O'Donnell topped Ryan Unzicker for the semi-feature win.

The Sportsman class saw Billy Nail and Steve Ewing winning heats, and Nail again winning the feature over Nick Macklin.

The modified heats went to Lance Dehm over Randy Huffman, Kyle Byerline over Gary Cook, Jr., and Jeff Leka over Nick Neville. The semi went to Jay Ledford over Brian Lynn. In the feature Huffman took the initial lead, until third-starting Leka took over on lap 2. Leka led until lap 6, when he spun to the infield and fell back to sixth place. Byerline led the way then, but he gave up the lead to Cook until the leaders came around for the checkers, when a recovered Leka muscled his car in front for a very exciting win.

McDonald Tames ASCS Gator Foes

WILLIS, TX, April 16 -- Scottie McDonald notched his first career American Sprint Car Series triumph by topping Saturday night's 25-lap Gulf South Region feature at Gator Motorplex.

Taking advantage of a front-row start, McDonald gunned into the lead and paced the field all the way as the Series made its debut at the quarter-mile oval. McDonald crossed the stripe six car-lengths ahead of A.J. Weaver, Lane Whittington, Stephen Chevallier and Eric Payne.

RESULTS

ASCs SPRINTS

Heat Winners: Lane Whittington, Scottie McDonald, David Kulhanek, Ray Allen Kulhanek.

B Feature 1: Tommy Bryant, Greg Coleman, Richard Cordray.

B Feature 2: Sam Hafertepe, Jr., Todd Johnson, Larry Hartwell.

A Feature: McDonald, A.J. Weaver, Whittington, Stephen Chevallier, Eric Payne, David Kulhanek, Greg Rilal, Travis Rilal, Chris Sweeney, Johnson.

Weltmeyer Wins Close Illiana Opener

by Tony Baranek

SCHERERVILLE, IN, April 16 -- During the offseason Dave Weltmeyer considered retiring from short-track racing, thinking that going out on 2004's season-ending Bettenhausen Classic victory at Illiana Speedway would be a nice touch.

Instead, Weltmeyer was victorious Saturday night in one of the closest opening night finishes in Illiana Speedway history, holding off Mike White by less than a car-length.

On one of the warmest openers that Illiana has ever experienced, Weltmeyer and White put on a white-knuckle side-by-side battle over the final two laps. Prior to that, White spent a lot of time right on Weltmeyer's bumper. The two were side-by-side with White on the bottom when they bumped slightly coming out of turn 4 to complete lap 29. Weltmeyer bobbed on the high side but still outpowered White down the front straightaway.

The final lap was classic Weltmeyer-White. They were side-by-side out of turn 4 once again, but this time they didn't bump, and the drag race to the finish went to Weltmeyer, with White giving his competitor a thumbs-up after the cooldown lap.

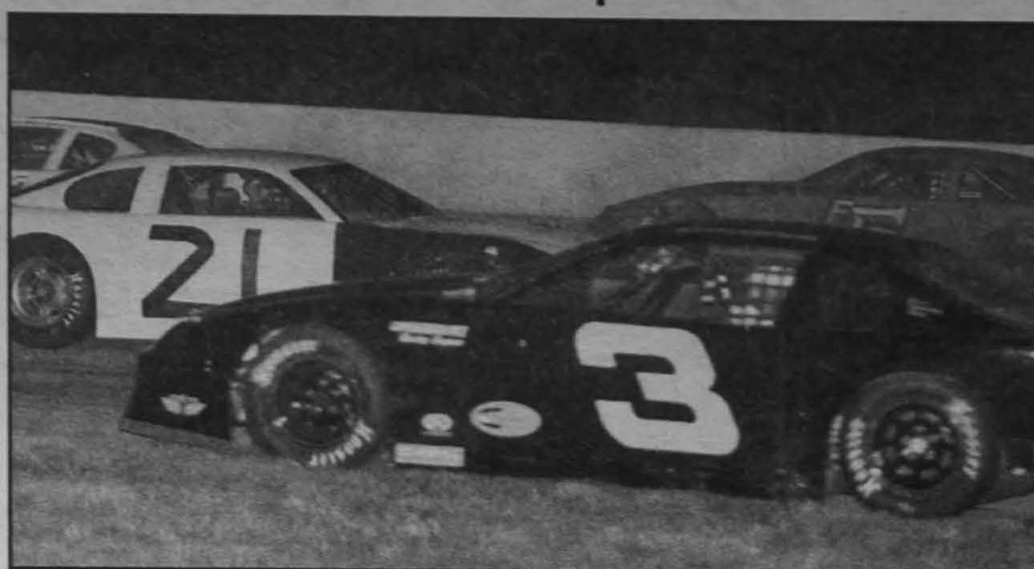
"We missed on the set-up a little bit, and it was getting tighter and tighter every lap," Weltmeyer said. "I couldn't keep it on the bottom, and boy, he (White) was just peeking, peeking, peeking. He raced me clean, and I appreciate that."

"I'll tell you what. That was one of the best races I've been involved with," White said. "I knew I'd have one shot at him (Weltmeyer). You know, he's awful good, and our car was awful good. ... Hey, we gave it our best shot at the end. Congratulations to him. Great race."

Weltmeyer had taken the lead on lap 13 from Joe O'Connor. The first nine laps were paced by longtime veteran Bobby Gash, but Gash was running fourth when he spun on lap 11 and fell from contention.

Third place in Saturday's race went to another former track champion, Pat Kelly. O'Connor was a solid fourth, followed by late model rookie Keith Sterkowitz.

In the limited late model feature, Kurt McKinney survived a scary incident at the



Bobby Gash (21) spins on lap 11 of the Mid-American feature at Illiana Speedway Saturday, and Brian Mucik (5) and Mike O'Connor just avoid him. (Chuck Gonzalez photo)

halfway point and went on to beat Richard Dawson by a few car-lengths. McKinney was running third on lap 12 when, while battling for the lead, John LaFraniere and Anthony Danta made contact. LaFraniere spun, and McKinney had to throw himself into a spin to avoid hitting him.

Because he spun to avoid the accident, McKinney was reinstalled as the leader for the restart, and he stayed there the rest of the way, although Dawson stayed close behind him. Third went to Joe Fadke, followed by Andy Marchiniak and Danta.

Defending Mid-American division champion Josh Nelms picked up where he left off in 2004 by taking the lead from Jeff Cannon on lap 11 and capturing the 25-lap feature. Cannon held on for second place, while Bill Neering, John Senerchia and Chris Cooling completed the top five.

In the turbostox feature, Eddie Wolf took the lead from Ryan Moore just before the white flag dropped and picked up the victory. Moore had led from the pole but had Wolf right behind him when he got into turn 4 a bit too hard as they raced toward the white flag. Moore survived a last-lap challenge for second from Bill Serviss. Tommy Prim was fourth, followed by Al Powell.

The pure stock feature went to last

year's top winner, Tim Cronin, with Shane Hildreth second and Dave Jacobs third.

RESULTS

LATE MODELS

Heat 1: Mike Monroe, Dave Weltmeyer, Mike White.

Heat 2: Jamie Artelt, Tom Smith, Shawn Wittjer.

Feature: Weltmeyer, White, Pat Kelly, Joe O'Connor, Keith Sterkowitz, Monroe.

LIMITED LATE MODELS

Heat 1: Kurt McKinney, Jack Kalwasinski, Richard Dawson.

Heat 2: Tim Moore, Andy Marchiniak, John Finley.

Feature: McKinney, Dawson, Joe Fadke, Marchiniak, Anthony Danta, John LaFraniere.

MID-AMERICAN

Heat 1: Josh Nelms, Jeff Cannon, John Senerchia.

Heat 2: Craig Amptmeyer, John Fiorita, Mike Marden.

Feature: Nelms, Cannon, Bill Neering, Senerchia, Chris Cooling, Amptmeyer.

TURBOSTOX

Heat 1: Craig Coglianese, Eddie Wolf, Bill Serviss.

Heat 2: Tom Gasik, Pat O'Rourke, Terry Wagner.

Heat 3: Scott Schick, Mike Wienc, Drew Eenigenburg.

Feature: Wolf, Ryan Moore, Serviss, Tommy Prim, Al Powell, Brian Kucaba.

PURE STOCKS

Heat 1: Frank Goncher, Shane Hildreth, Chris Sandberg.

Feature: Tim Cronin, Hildreth, Dave Jacobs.

Timing, Patience Nets Fisher First Mod Win at Benton County

by Ryan Clark

VINTON, IA, April 17 -- A late-race caution allowed Shawn Fisher to score the victory in the modified feature at Benton County Speedway Sunday. The win was his second career triumph in the division but his first ever at his hometown track.

Early in the 20-lap event, Dennis Betzer paced the 23-car field from the pole and stretched his advantage to half a straightway, until a lap 5 caution put Jeff Barkdoll on his back bumper for the restart. Betzer then spun out on the ensuing restart, giving Barkdoll the top spot.

Barkdoll led the event until a caution flag was displayed with two laps to go, and on the final lap contact between Barkdoll and second-place Scott Hogan sent both cars to the pits, giving Fisher the lead as the field set up for a green-white-checked finish. With the time limit expired, Fisher picked up the victory under yellow when the race was stopped one final time on the restart. Vern Jackson and Pat Flannagan rounded out the top three.

A ten-car pile-up just after the green was thrown on the 15-lap stock car feature shook up the starting line-up of that 20-car event. On the restart, Justin Temeyer and Damon Murty engaged in a side-by-side battle until Murty broke free a handful of laps in and went on to score his second victory in as many weeks. Temeyer and Clayton Deppe completed the top three.

Steve Meyer took advantage of a mid-race caution to steal the lead away from Robert Hilmer in the hobby stock main event and cruised to the win, ahead of Chris Luloff and Michael Smith.

Frankie Dulin chased polesitter Tony Olson for much of the 15-lap Sportmod feature until he made his bid for the lead with two laps remaining. Dulin drove to the win for the second straight week, ahead of Olson and Danny Dvorak.

Doug Smith led the first seven circuits of the 15-lap pro stock feature until Scott Welsh nabbed the top spot just past midrace. Two laps later, John Vrba pulled alongside the race leader to bid for the lead, and the pair swapped the lead until Vrba made the winning pass with two laps to go. Welsh and Smith chased Vrba to the checkers.

Amron Van Dolah and Jason Blahnik took command halfway through the cruiser feature to drive to the win ahead of Rob Miller and George Lewis. Ed O'Brien and Bill McVey finished third.

RESULTS

IMCA MODIFIEDS

Heat 1: Dennis Betzer, Central City; Vern Jackson, Waterloo; Todd Jensen, Waterloo.

Heat 2: Jeff Barkdoll, Vinton; Jerry Luloff, Independence; Shawn Fisher, Vinton.

Heat 3: Joey Schaefer, Waterloo; Scott Hogan, Vinton; J.D. Auringer, Evansdale.

Feature: Fisher; Jackson; Patrick Flannagan, Cedar Rapids; Luloff; Cordes; Tim Murty, Tama; Ed Thomas, Waterloo; Brian Krall, Readdy; Jeff Kriz, Waterloo; Jensen.

IMCA STOCK CARS

Heat 1: Rick Quail, Waterloo; Curtis Roster, Vinton; Dan Trimble, Fairbank.

Heat 2: Chris Wessner, Quasqueton; Damon Murty, Chelsea; Sean Johnson, Independence.

Feature: Murty; Justin

Temeyer, Independence; Clayton

Deppe, Kellogg; Scooter Dulin,

Cedar Rapids; Doug Otto, Cedar

Falls; Eric Weber, Jesup; Roster;

Norman Chesmore, Quasqueton;

Trimble; Chip Kohl, Marion.

IMCA HOBBY STOCKS

Heat 1: Rod Grother, Cedar

Rapids; Jason Niedert, Waterloo;

Colby Heishman, Brooklyn.

Heat 2: Paul Shepherd,

Marengo; Joe Sprague,

Independence; Robert Hilmer,

Dysart.

Heat 3: Steve Meyer, Grundy

Center; Michael Smith,

Marshalltown; Shane Ebaugh, Cedar

Falls.

Feature: Meyer; Chris Luloff,

Independence; Smith; Steve Kesi,

Elberon; Bobby Kesi, Vining;

Shepherd; Grother; Brian Happel,

Cedar Rapids; Ryan Higdon, Vinton;

Adam Gebel, Dysart.

IMCA SPORTMODS

Heat: Joe Docekal, Dysart;

Ron Tharp, Vinton; Ryan Coleman,

Urbana.

Feature: Frankie Dulin, Vinton;

Tony Olson, Cedar Rapids; Danny

Dvorak, Vinton; Coleman; Docekal;

Bob Ebaugh, Raymond; Mike Hiller,

Dunkerton; Dawn Krall, Waterloo;

Tharp; Kyle Olson, Cedar Rapids.

PRO STOCKS

Heat: Scott Welsh, Cedar

Rapids; John Vrba, Shellsburg; Dick

Covington, Vinton.

Feature: Vrba; Welsh; Doug

Smith, Center Point; Alan Wessels,

Strawberry Point; Dan Higdon,

Vinton; Covington; Ryan Barkdoll,

Vinton; Jeff Lickiss, Oelwein.

CRUISERS

Heat: Ed O'Brien & Bill McVey,

Cedar Rapids; Doug Steggall &

Mitch Lewis, Cedar Rapids; Rob

Miller, Vinton, & George Lewis,

Cedar Rapids.

Feature: Amron Van Dolah &

Jason Blahnik, Cedar Rapids; Miller

& Lewis; O'Brien & McVey; Russell

Damme & Al Mitts, Waterloo; Tyler

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Ollinger, Vinton; Lee Becker & Leah

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& Lewis; Ryan Buhr, Keystone, &

Shawn Ritter, Newhall; Jason Doyle

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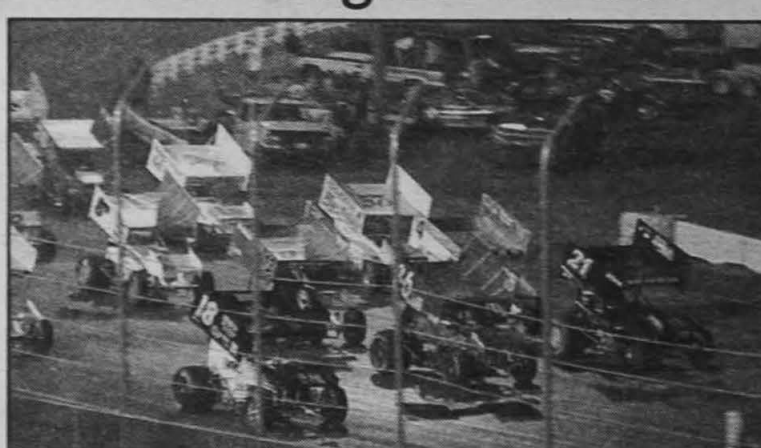
McCarl Masters ASCS Midwest Region Debut

GREENWOOD, NE, April 15 -- Terry McCarl etched his name into the American Sprint Car Series records books by charging from the 16th starting slot to top Friday night's inaugural 20-lap feature for the ASCS Midwest Region as 46 cars filled the pit area at Nebraska Raceway Park's I-80 Speedway.

McCarl, who started on the outside on the eighth row, raced through the field and took advantage of a late caution to overtake race-long pacesetter Brian Brown on lap 16 en route to the victory.

Brown led the way to green flag after a pair of waved-off starts, the second of which followed Gary Taylor's contact with the wall. McCarl advanced eight positions to eighth on the opening circuit, and following a lap 4 caution for Natalie Sather's unassisted spin, McCarl broke into the top five.

Brown slipped away to a half-straightaway lead, while Mike Chadd took second from Jason Martin on lap 12, and McCarl advanced to third the next time around. McCarl raced past Chadd for second



Missouri's Brian Brown (21) and Liberal, KS, drivers Jason Martin (36) and Tony Bruce, Jr. (18) lead the traditional three-wide salute to the fans as the American Sprint Car Series Midwest Region debuted at Nebraska Raceway Park's I-80 Speedway Friday night. (Lonnie Wheatley photo)

on lap 14, before the caution flew moments later for Brock Dump's disabled mount, setting up a six-lap dash to the checkered flag.

Brown stuck to the low side to preserve his lead, but McCarl went high and swept by upon the completion of lap 16 and raced to the check-

ered flag unabated over the final four laps. Billy Alley disposed of Brown as well to claim second after starting sixth, and Chadd nipped Martin at the line for fourth.

The opening lap of the first B-main was marred by a frightening crash that involved Gene Ackland and Terry

Ledger. Ackland flipped into the inside railing as a pack of cars, including Ledger's, bunched up down the backstretch. As Ackland flipped and landed aflame, the barrier went through Ledger's cockpit. Ackland was unscathed, but Ledger was extricated from his mount and life-flighted to an Omaha hospital, where at press time he is listed in fair and stable condition with facial injuries, including a broken eye socket, nose and jaw.

RESULTS

ASCS SPRINTS

Heat 1: Jason Martin, Jeff Lowery, John Klabunde.

Heat 2: Jake Peters, Kerry Grabill, Brock Dump.

Heat 3: Seth Brahmer, Gary Taylor, Billy Alley.

Heat 4: Brian Brown, Chad Humston, Mike Gabelhouse.

Heat 5: Tony Bruce, Jr., Mike Chadd, Natalie Sather.

B Feature 1: Toby Chapman, Terry Hinck, Joe Beaver.

B Feature 2: Terry McCarl, Don Droud, Jr., Rick Ideus.

A Feature: McCarl, Alley, Brown, Chadd, Martin, Bruce, Droud, Peters, Chapman, Brahmer.

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Neal Tops Rain-Shortened Deery Feature at Maquoketa

MAQUOKETA, IA, April 16 -- The skies opened up at the right time for one driver and the wrong time for another.

Terry Neal won the rain-shortened Deery Brothers Summer Series feature Saturday night at Jackson County Speedway. He'd regained the lead from Kevin Blum after a restart with eight laps left in the scheduled 50-lapper for IMCA late models and was on the point when another yellow came out with five circuits to go.

The race was still under caution when the deluge came. When it was determined the race could not be restarted, the finishing order was declared official and Neal had his third victory in six Deery outings this month.

Blum was second, with Brenton Slocum a close third and Jeff Aikey fourth.

Sam Halstead and Slocum set the early pace before the third-starting Neal first moved to the front on lap 7. Blum moved quickly into second and grabbed the lead before the race reached midway. The front three of Blum, Neal and Slocum then distanced themselves from the rest of the field and were negotiating lapped traffic when debris on the track brought out the lap 42 yellow. Neal then went to the extreme top line to get the lead back and was holding off Blum when the rains came.

RESULTS

IMCA LATE MODELS

Feature: 1-10: Terry Neal, Ely; Kevin Blum, Colona, IL; Brenton Slocum, Burlington; Jeff Aikey, Waterloo; Terry Schlipman, Mendon, IL; Sam Halstead, New London; Hershel Roberts, East Moline, IL; Rob Toland, Hillsdale, IL; Jay Johnson, West Burlington; Mike Smith, Jewell.

11-20: Darrel DeFrance, Marshalltown; Lorin Johnson, Miller, SD; Lonnie Bailey, Quincy, IL; Boone McLaughlin, Mediapolis; John Bridges, Columbus, NE; Darren Ackerman, Readlyn; Matt Ryan, Davenport; Mark Preston, Rock

Island, IL; Mike Murphy, Jr., East Moline, IL; Jeremiah Hurst, Dubuque.

21-24: Tom Darbyshire, Morning Sun; Rich Lewerke, Garner; Greg Kastli, Waterloo; Bobby Toland, Hillsdale, IL.

Heat 1: Schlipman; Aikey; Jay Johnson.

Heat 2: Neal; Smith; Darbyshire.

Heat 3: Blum; Slocum; Preston.

Heat 4: Roberts; Bridges; Halstead.

B Feature 1: R. Toland; Ackerman; Murphy.

B Feature 2: Hurst; L. Johnson; Lewerke.

Smith Outruns Mintz in Attica All Star Sprints

by Scott Hall

ATTICA, OH, April 15 -- It was experience over youth Friday night at Attica Raceway Park in the All Star Sprint Series 40-lap A-feature during night one of the Attica Spring Nationals. Young Craig Mintz led the first 27 laps before veteran Stevie Smith moved by in lapped traffic for the lead and his first win after sitting out of racing for a year and a half.

Mintz jumped out to a big lead before the only caution of the race flew on lap 5 for a Jason Dukes spin. Paul May got around Dean Jacobs for second after the restart, and the seventh-starting Smith battled past Danny Smith and May for second on lap 16.

Stevie Smith then reeled in Mintz as lapped traffic slowed the leader's progress. Smith finally drove around the leader coming off turn 4 to lead lap 28 and pulled away until he drifted high off the backstretch on lap 31, allowing Mintz to pull back up on Smith's bumper. But Smith wove his way through lapped traffic for the win.

Mintz rode home second, with sixth-starting Chad Kemenah third and Dale

Blaney fourth. Danny Smith completed the top five.

In the 18-lap limited late model companion main, leader Mike Marteney broke on the last lap, handing the win to Larry Kingseed.

Mars, Anderson Headline in Red Cedar Opener

by Ed Reichert

MENOMONIE, WI, April 15 -- Jimmy Mars and Ashley Anderson recorded feature wins to highlight the 2005 opener at the Red Cedar Speedway Friday, as the Speedway featured six divisions of racing for the first time in its history.

Mars' domination of the late model main came in his first run in a WISSOTA car since last fall and his first outing since February in Florida. After Joel Cryderman got the jump on him to lead the opening lap, Mars shortly blew past to take over the lead and quickly disappeared into the night. Mars' only challenge came late in the go as he threaded his way through lapped traffic, but he drove home to the non-stop win with room to spare. Cryderman finished a solid second ahead of Duane Mahder.

Anderson pulled off a thrilling last-lap pass in the super stock headliner. Jason Forehand quickly jumped to a solid lead, with Ryan Aho moving past Ken Truscott into second. At the midpoint Forehand slid high and both Aho and Truscott dove under him for position; Aho then stretched his advantage. Anderson quickly moved to third, and when Jake Redetzke stalled with only three laps to go, Aho lost his comfortable lead. On the green Anderson immediately jumped to the cushion and drove past Truscott for second, and on the white-flag lap the leaders entered the final turn side by side. Anderson got a great run off the top side and pulled to the win. Truscott ran a career-

best third at the finish.

Veteran Butch Madsen started on the pole for the street stock finale and motored away from the field for the opening night win. Rookie Jesse Redetzke hung with Madsen for a number of laps before Chris Peterson eventually got by Redetzke. But contact caused Peterson to spin and retire from the race with a flat tire. Late in the event Ron Hanestad and Nate House both got by Redetzke for second, and Hanestad attempted to hail down Madsen but ran out of laps.

The Midwest modifieds' first-ever appearance at Red Cedar saw 18 of them on hand for action. Shane Sabraski won his third feature event of the season already as he led all the way for the win. Sabraski pulled ahead of Bob Anderson at the start and opened up a big lead, while Troy Jordan moved to second and began to cut into Sabraski's advantage. After a lap 1 stop for a marker tire on the track, the race ran non-stop and Sabraski held his advantage over Jordan to the finish.

Ron Mahder put car owner Dennis Repaal's new car in victory lane over a strong field of modifieds. Mahder started on the pole and took the early lead, but Dave Cain challenged him with Dean Yrjanainen a close third. Todd Siddons drove under Yrjanainen for third, and after Clint Larson stalled to bring out the only yellow of the event five laps from the finish, Cain closed beside Mahder briefly, but the leader again opened up an edge and maintained his lead for the win, while



Here's the pass for the lead in the WISSOTA late model feature between Jimmy Mars (28) and Joel Cryderman (51) Friday night at Red Cedar Speedway.

(Chris Burbach photo)

Craig Thatcher went high to get past Siddons for third.

After an opening lap spin, the pure stocks ran off a non-stop main event. Evan Quilling and Eric Partlow battled up front early, but Wade Aspen charged up from the fourth row to secure the top spot and motored away to a quarter-lap lead for the triumph. Randy Smeltzer eventually took over second, and Partlow chased him home in third.

RESULTS

WISSOTA LATE MODELS

Feature: Jimmy Mars, Joel Cryderman, Duane Mahder, Tony Bahr, Rick Hanestad, John Kaanta, Terry Casey, Pat Doar, Kerry Hanson, Lance Matthees.

Heat 1: Hanestad, D. Mahder, Matthees.

Heat 2: Mars, Doar, Bahr.

WISSOTA MODIFIEDS

Feature: Ron Mahder, Dave Cain, Craig Thatcher, Todd Siddons, Mike Anderson, Dean Yrjanainen, Joey Jensen, Tyler Keyser, Jed Moore, John Kaanta.

Heat 1: Cain, Jensen, Kaanta.

Heat 2: Thatcher, Siddons, Yrjanainen.

WISSOTA SUPER STOCKS

Feature: Ashley Anderson, Ryan Aho, Ken Truscott, Cory Davis, Tim Borgeson, Kevin Adams, Jason Forehand, Brad Banitt, Mike Keller,

Kyle Peterlin.

B Feature 1: Steve Thomas, Steve Hallquist, Danny Thomas.

B Feature 2: Aaron Wilson, Jeff Bush, Steve Burns.

Heat 1: A. Anderson, Charley Weber, Keller.

Heat 2: Forehand, Borgeson, Adams.

Heat 3: Banitt, Davis, Wade Delong.

Heat 4: Aho, Andrew Meilke, Truscott.

WISSOTA MIDWEST MODIFIEDS

Feature: Shane Sabraski, Troy Jordan, Dan Wheeler, George Sniezek, Bob Anderson, Shane Holopka, Jim Bourn, Brad Hudson, Dan Svec, Jim White.

Heat 1: White, Sniezek, Wheeler.

Heat 2: Sabraski, Jordan, Frank Soucek.

WISSOTA STREET STOCKS

Feature: Wade Aspen, Ron Hanestad, Nate House, Jesse Redetzke, Joe Rhead, Jeff Heintz, Ajay Christianson, Troy Fransway, Cory Crapser, Bob Wood.

Heat 1: Chris Peterson, Hanestad, House.

Heat 2: Madsen, Rhead, Christianson.

PURE STOCKS

Feature: Wade Aspen, Randy Smeltzer, Eric Partlow, Jordan Johnson, Evan Quilling, Jeremy Dahl, Trisha Nyren, Mike Harsh, Nate Symoniak, Curtis Anderson.

Heat 1: Smeltzer, Partlow, Harsh.

Heat 2: Aspen, Symoniak, Mike Knudsen

Duffy Celebrates Deery LM Victory on Eve of Nupitals

DAVENPORT, IA, April 15 -- On the night before he walked down the aisle, Darin Duffy raced to victory lane.

Duffy won Friday's 50-lap Deery Brothers Summer Series feature for IMCA late models at Davenport Speedway, holding off points leader Terry Neal for most of the distance.

The Hazleton pilot's plans for Saturday night included marrying his fiancée, Jennifer Auringer.

Jay Johnson led the first six times around the quarter-mile track, but Duffy, who started sixth, passed Johnson before the only caution of the contest. Neal and Duffy ran side by side for 20 laps before Duffy split a pair of lapped cars with seven laps remaining, and Neal couldn't catch up and settled for second as Duffy collected his fourth career Series win.

Boone McLaughlin finished third, and defending Series champion Rob Toland was fourth over provisional starter Jeremiah Hurst, who moved up 18 places from his starting spot.

Darrel DeFrance, making his 269th consecutive Series start, finished 11th after starting last in the field of 24.

The V-8 modified feature was shortened several laps

due to the approaching curfew. Thad Wilson took the early lead and sped off to a big advantage, but as the handle went away on his car John Bull drove off the win, ahead of Kelly Meyer, Wilson, Jerry Connors and Marty Diercks fifth.

Jeff Stevens pounded his way through the field to score an easy street stock feature win, despite a late-race charge by runner-up Tony VonDresky. Finishing further back were Brad Tyler, Kevin Schloemer and Terry Rittmer.

The INEX legend car feature saw former national champion Eric Barth make the trip from Wisconsin to win. An intense battle for second eventually went to Rick Harris over Lane Swearingen; Matt Montieth took fourth and Tom Butler was fifth.

The B-mods saw Travis Law pick up the feature win in commanding fashion. Jason Pershy finished second, with B.J. Jackson, Dusty Kraklio, and Mike Baker completing the top five.

RESULTS

IMCA LATE MODELS

Feature: 1-10: Darin Duffy, Hazle-ton; Terry Neal, Ely; Boone McLaughlin, Mediapolis; Rob Toland, Hillsdale, IL; Jeremiah Hurst, Dubuque;

Bobby Toland, Hillsdale, IL; Brian Harris, Davenport; Matt Ryan, Davenport; Lonnie Bailey, Quincy, IL; Tom Darbyshire, Morning Sun.

11-20: Darrel DeFrance, Marshalltown; Brenton Slocum, Burlington; Jay Johnson, West Burlington; Chris Richard, Mount Pleasant; Rich Lewerke, Garner; Kevin Blum, Colona, IL; Tim Marsden, Hillsdale, IL; Dean Wagner II, Waterloo; Eric Gustaf, Moline, IL; Josh McGowan, Vinton.

21-24: Johnny Johnson, West Burlington; Mark Preston, Rock Island, IL; Lorin Johnson, Miller, SD; Jon Merfeld, Peosta.

Heat 1: Merfeld; McLaughlin; Ryan.

Heat 2: Neal; Harris; McGowan.

Heat 3: Bobby Toland; Ja. Johnson; Gustaf.

Heat 4: L. Johnson; Jo. Johnson; Darbyshire.

Heat 5: Wagner; Duffy; Preston.

B-Feature 1: Bailey; Blum; Marsden.

B-Feature 2: R. Toland; Lewerke; Richard.

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Round & Around



We're back. By now you all know we missed the first two weeks of our race season due to my husband's health crisis. Thanks to all of my "angel network" who have been boosting us through the last month's ordeal, and to all of you who called and sent cards. This proves just how important it is to seek medical consult instead of guessing and self-treating. What we thought was one thing turned out to be congestive heart failure. Getting over 40 pounds of fluids out of his body in days, then having major surgery to add new blood flow to the heart (triple bypass) was quite a shock. Still getting used to all the medications, daily care and new diet is taking up a lot of energy right now, but hopefully it will all pay off. We may be exhausted, but things will be better.

On Saturday he felt good enough to not only stay up, but sit outside in the balmy weather instead of joining me inside the tower at Lake Geneva Raceway. It was great being back with out race "family" and friends. It turned out to be a typical night of back-to-back races, close finishes and action throughout the fields. It's normal for Lake Geneva's races to run quickly without a break, but this night the expected showers arrived ahead of schedule to put things in overdrive. No time for lengthy driver introductions or winner's interviews, as owner Kevin Dawson hates to present an incomplete program to his patrons. A short failure of the backstretch lighting, a persistent drizzle and cars going awry derailed Dawson's plans just 13 laps shy of completion. Not bad.

The roll of the die after qualifying set feature inversions at 11, and following cautions LGR's drivers choose their lanes for the restart. The first of Saturday's divisions was the super stock field, and Tom Fay had a nagging problem all night, only able to coax a few laps at a time out of his mount, but at least he was able to take the parade lap for the feature. Just as Adam Mass was taking the lead away from Adam Regnier, the sole caution of the race came out for a one-car spin. But Mass regained the point until the patient and steady driving of Josh Wallace paid off five laps from the checkered flag. The second-generation racer is still only 17 years old, yet he has learned to race like a veteran. What amazed me was the extreme patience shown by Wallace, who never wavered while running alongside his rival lap after lap, resisting the natural urge to pinch off the other car. This was also seen in Wallace's second entry in the Super 8 field. He was taught well.

The sportsman field was a bit reduced in number, but not in action. There were two different leaders and a pair of cautions for minor spins, but in between the hard driving was evident. Interestingly, a pair of team cars took four of the top five finishing positions. Jeremy Bloomberg began in the fourth row with Erik Pierce in lookalike cars, while Kenny Joosten and James Swan began in the back of the field. Just after this 30-lap contest was complete, the clouds began leaking in a short sprinkle. Not to be thwarted, the next field rolled onto the track to keep it heated.

The new Super 8 division found many former Millennium and limited late model racers participating in a class that appeals to the budget. Drivers from several tracks took part Saturday, but it was a Lake Geneva veteran who came up with the win.

Fay Hendricks

Another second-generation racer, Nick Wendt, led for nearly half of the 50-lap contest, but he slowed dramatically in the late going. Three different leaders matched the number of cautions during this event, with one multi-car tangle coming on a restart. It was a shame to see so many beautiful cars get scarred so early in the season. We are reminded that this is a contact sport, after all, whether by design or chance.

The super late models capped off the evening's program with more mayhem than the others. The semi transferred veteran Don Collins and Brad Norgard to the back of the 20-car feature. Another second-generation racer, Mike Simon, Jr., took charge at the drop of the green flag. One caution rearranged the field a few laps later, and before lap 10 Jamie Wallace had forged his way to the point from his fourth-row start. Then lap 13 arrived for one solo spin, but the restart was a massive pile-up in the first turn. It looked like an engine got sick and threw up all over the race groove, catching about half the field in the melee. The clock was ticking on the rain as clean-up took a chunk of time, but things got back on track again.

There were spirited battles for position behind Wallace as Matt Kocourek, and Eddie May came from the fourth row to close in on the leader. Then a car careened into the utility tire surrounding an infield light pole, and the raindrops began getting bigger. In what is more than coincidence, there were 13 laps left of the finale at 13 minutes before the half-hour. It was evident the program could not be continued, so before 10:30 on a Saturday night, fans and racers had ample time to go home, celebrate or commiserate. Next week is a fresh start.

Biffle Runs Roughshod over Texas Cup Field

from NASCAR.com

FORT WORTH, TX, April 17 -- Greg Biffle overcame the mental and physical discomfort from a crash in practice at Texas Motor Speedway to make the rest of the field feel bad in Sunday's Samsung-RadioShack 500.

Biffle ran over debris on the track during a NASCAR Nextel Cup practice Saturday, cut down his right-front tire and slammed into the wall on the fast 1.5-mile oval. But on Sunday he charged from the rear of the 43-car field in a back-up car and led 219 of 334 laps to grab his second victory of the season and fifth of his career.

Biffle picked off cars two and three at a time early and moved into 15th by lap 26, then took the lead for the first time on lap 87. Biffle kept pulling away, but the race was slowed by 11 caution flags.

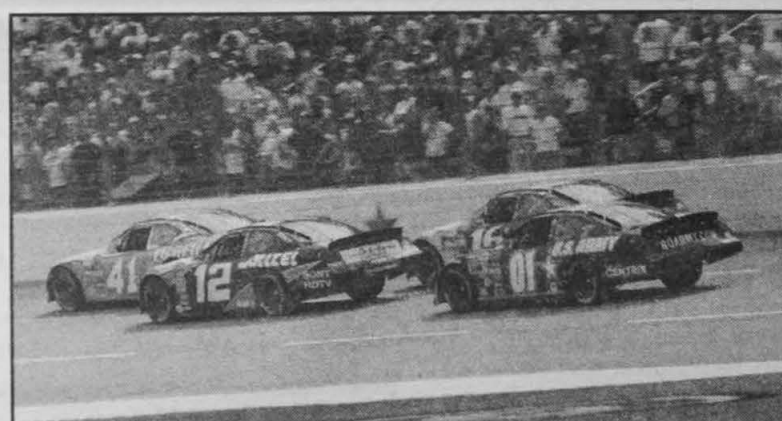
The leaders made their final pit stops on lap 298 after Tony Stewart's engine blew, setting his car on fire and bringing out the yellow flag. Stewart sustained minor burns to his right leg and right arm and was treated and released at the infield medical center.

Casey Mears, also in a back-up after crashing Friday in the opening practice, took only two tires during his stop and beat Biffle out of the pits to grab the lead. On lap 304 Dave Blaney spun, and the green flag was displayed for the final time on lap 309. It took Biffle just three laps to work to the inside on Mears and regain the lead, and he pulled away to win by 3.244-seconds - about 20 car-lengths - ahead of runner-up Jamie McMurray.

Biffle is the ninth winner in



Greg Biffle celebrates his NASCAR Cup Series win Sunday "Texas style" with guns a-blazin'.



Greg Biffle (16) chases down Casey Mears (41) while passing the lapped cars of Ryan Newman (12) and Joe Nemechek (01) during Sunday's Samsung-Radio Shack 500.

as many Cup races at Texas.

Series points leader Jimmie Johnson was third, with Mears fading to fourth, matching his career best. Johnson will go into next Saturday's race at Phoenix 135 points ahead of the race winner. Sterling Marlin finished fifth.

RESULTS

1-10: Greg Biffle, Jamie McMurray, Jimmie Johnson, Casey Mears, Sterling Marlin, Michael Waltrip, Kurt Busch, Ricky Rudd, Dale Earnhardt, Jr., Rusty Wallace.

11-20: Jeremy Mayfield, Jeff Burton, Kevin Harvick, Dale Jarrett, Jeff Gordon, Ryan Newman, Joe Nemechek, Matt Kenseth, Carl Edwards, Mark Martin.

21-30: Kyle Busch, Mike Bliss, Ken Schrader, Kyle Petty, Mike Wallace, Dave Blaney, Boris Said, Elliott Sadler, Hermie Sadler, Travis Kvapil.

31-40: Tony Stewart, Scott Riggs, Bill Elliott, Brian Vickers, Kasey Kahne, Jason Leffler, Robby Gordon, Bobby Labonte, Bobby Hamilton, Jr., Terry Labonte.

41-43: Johnny Sauter, Scott Wimmer, Jeff Green.

Bourdais Holds Off Martin for Texas IROC Win

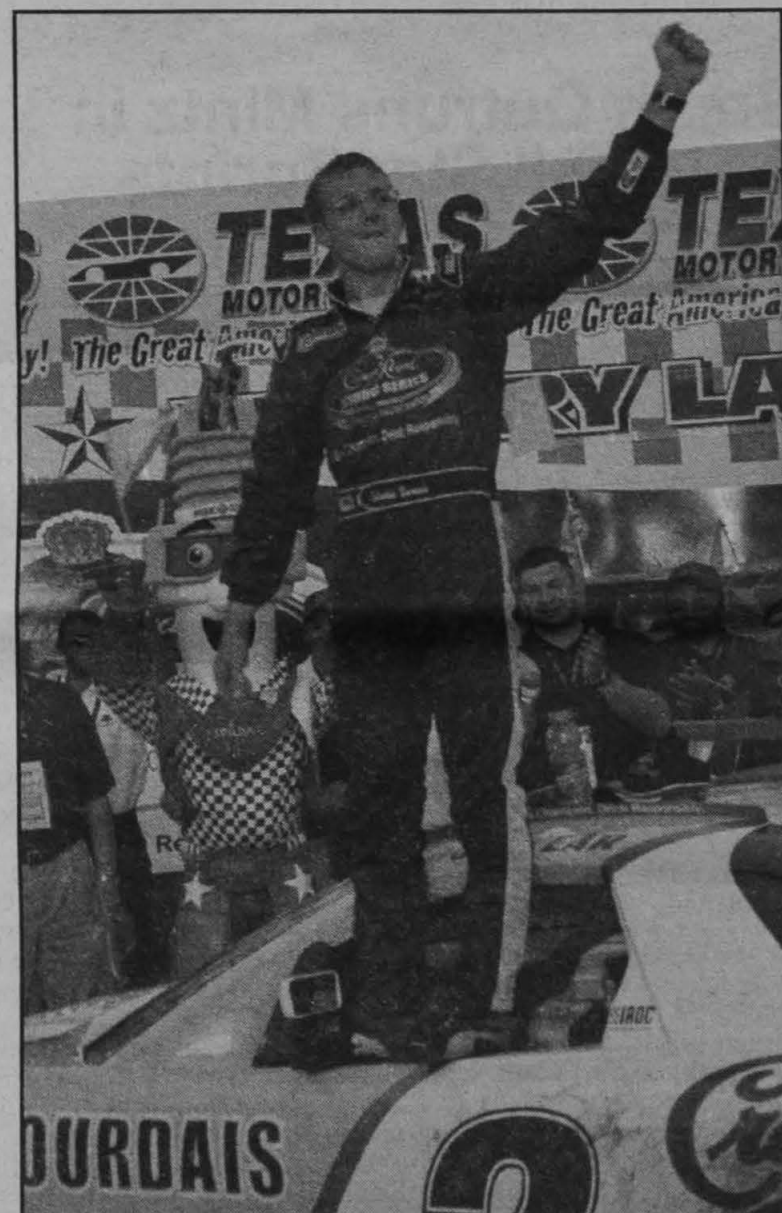
FORT WORTH, TX, April 15 -- Frenchman and Champ Car World Series driver Sebastien Bourdais led 53 of 67 laps and held off a late charge by NASCAR driver Mark Martin to become just the fourth foreigner to win an International Race of Champions event by winning the series' second race Friday night at Texas Motor Speedway.

The IROC rookie also became the first Champ Car driver to win an IROC event since Al Unser, Jr., did so at Daytona in 1997. Six days earlier, the 2004 Champ Car champion successfully opened defense of his title by winning that series' first race in Long Beach, CA.

Four-time IROC titlist Martin came into the race leading the series points based on his victory in the season-opener at Daytona in February. He settled for second, followed by IRL IndyCar driver Buddy Rice, NASCAR Busch Series champion Martin Truex, Jr., and NASCAR Truck Series titlist Bobby Hamilton.

Bourdais regained the race lead on a lap 46 restart after then-leader Kurt Busch's right-front tire went down, forcing him into the wall. Upon a post incident inspection by Goodyear engineers it was discovered that the positions of the front tires on his IROC car had been switched during a pit stop -- the left-front was mounted on the right-front and vice versa.

Prior to the caution, Bourdais and Busch took turns holding the lead. Polesitter Bourdais regained the lead from Kinser on lap 6 and held the lead through lap 36, but Busch took advantage of a caution on a lap 37 restart - when Lasoski hit the wall - to take the lead from Bourdais for the next nine laps before Busch's tire misfortune ended his day.



Sebastien Bourdais won the second race of the International Race of Champions series at Texas Motor Speedway by holding off Mark Martin for the win.

(Don Norman photo)

Kinser led the field for the first six laps before giving way to Bourdais while Pruett's day ended on lap 5 after he was bumped from behind by Matt Kenseth and spun.

The third leg of the four-race IROC series shifts to Richmond (VA) International Raceway on September 8, followed by the season-finale at Atlanta (GA) Motor Speedway on October 29.

Earlier in the day, Pruett, a

seven-year IROC veteran and two-time race-winner, was one of 12 drivers nominated for a program to honor IROC's all-time great champions, joining other current series drivers Martin and Kinser as nominees.

RESULTS

1-10: Sebastien Bourdais, Mark Martin, Buddy Rice, Martin Truex, Jr., Bobby Hamilton, Max Papis, Danny Lasoski, Steve Kinser, Matt Kenseth, Helio Castroneves.

11-12: Kurt Busch, Scott Pruett.

Elliott Sadler, Clint Bowyer, Matt Kenseth, Jon Wood, Kenny Wallace, Shane Hmiel.

11-20: David Green, Joe Nemechek, Jason Keller, Johnny Sauter, Denny Hamlin, Michael Waltrip, Tim Fedewa, David Stremme, Paul Menard, Sterling Marlin.

21-30: Michel Jourdain, Jr., Derrike Cope, J.J. Yeley, Stacy Compton, Stanton Barrett, Jerry Robertson, Randy LaJoie, Jeremy Mayfield, Jamie McMurray, Steve Grissom.

31-40: Eric McClure, Mark Martin, Ashton Lewis, Justin Labonte, Brent Sherman, Martin Truex, Jr., Brandon Miller, Blake Feese, Geoffrey Bodine, David Ragan.

41-43: Kertus Davis, Ryan Hemphill, Tony Stewart.

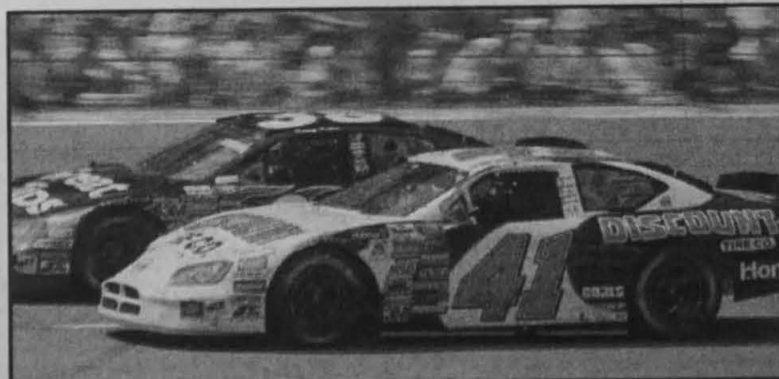
Kahne Steers to Texas BGN Victory

from NASCAR.com

FORT WORTH, TX, April 16 -- Kasey Kahne got past rookie Reed Sorenson late in the race and held on through a two-lap shootout to win the O'Reilly 300 Saturday at Texas Motor Speedway.

After starting 25th, Kahne was in the top ten midway through the 200-lap race and finally slid under Sorenson on the backstretch on lap 194 - less than two laps before the yellow flag flew for the ninth time.

It was the second NASCAR Busch Series win in 89 races for Kahne, and his first since the 2003 season finale. No other Series winner at the 1-1/2-mile Speedway had start-



Kasey Kahne (38) passes Reed Sorenson (41) for the lead during the O'Reilly 300 at Texas Motor Speedway.

(Don Norman photo)

ed lower than 20th.

Sorenson finished third for the second straight time since winning at Nashville last month. With his tires wearing down, Sorenson was passed

by Greg Biffle on the first lap after the final restart. Biffle finished just three-tenths of a second behind Kahne, whose average speed of 126.737 was slowed by 37 caution

laps. Biffle led the O'Reilly 300 four times for 32 laps.

Carl Edwards maintained the Series points lead by finishing fourth for his seventh straight top-ten finish. The Roush Racing rookie leads by 76 points over Sorenson and 166 over Clint Bowyer, who was sixth at Texas.

There were 17 lead changes among ten drivers - both records for the nine Busch races at Texas. The ten leaders were the most in the Series this season, with seven different winners in the eight races.

Polesitter Shane Hmiel led

20 laps and was running second to Biffle when Geoffrey Bodine crashed on lap 148. Because of some drivers staying out and a jack problem in his pit, Hmiel restarted ninth. About 15 laps later he brushed the wall on the backstretch, bounced off and hit Ashton Lewis, who then crashed with Blake Feese.

Tony Stewart ran only 28 laps before slamming into the inside wall on the backstretch after being bumped from behind by Brandon Miller.

RESULTS

1-10: Kasey Kahne, Greg Biffle, Reed Sorenson, Carl Edwards,

Ramblin' 'bout Racin'



Our racing weekend started off on Friday night with a 75-minute drive straight west to Darlington and the Lafayette County Speedway, for our first show on the dirt this season.

During hot laps things looked bad, as it was a real dust bowl out there, but before the racing began they watered down turns 3-4, then worked it in quite well, with the track getting better as time went on. There still seems to be a problem with a rut in turns 1-2, but that might just be part of the track's character.

Some of the 2004 track champions are picking up right where they left off, as limited late model driver Rich Picha again is showing he is the man to beat at this track. The past few years he has owned this division, and he gives no signs of letting off. Rich won the feature tonight over a slim field, but I was surprised by Jeremy Gengler, who showed little in the heat race but came back and ran Picha hard before settling for second in the feature.

Defending limited stock champ Joe Graves had no such luck tonight, as he suffered mechanical woes in the heat and didn't even start the feature, putting him behind the eight-ball right from the start this season. Joe Corley put his beautiful orange and black car in victory lane in the feature tonight.

Lee Ruf took the hobby stock main over 2004 co-titleist Jadin Ruf and Jarvis Eastlick. Travis Johnson is another 2004 title holder who is showing his stuff once again in the outlaw four-cylinder class, as he took the feature win after finishing the race with a broken right-rear suspension. His mount was towed off the track after victory photos.

Two divisions of modifieds race here - the regular, or "A" mods, and the B-mods. The A-mod winner was Steve Wetter,

who has already done quite a bit of racing in the young season. The battle here was for second, with Rick Hammer making a last-lap pass on Jerry Miles to take the position. The B-mod feature was a good one, even with only four cars. Former outlaw four-cylinder driver Eric Glendenning had to fight to hold off Matt Crist, who tried everything he could to get around, but to no avail.

The stock four-cylinder class received a name change this year, as they are now called "Bombers." Somehow, this name seems more fitting to a class of big, old V-8-powered cars, but ... Anyway, Reuben Riley emerged victorious in this division, which had the strongest car count.

The crowd on hand was decent, and I am hoping the car count improves as the season goes on. This track is in direct competition for cars and fans with the Farley, IA, track which also runs on Fridays, but I think new promoter Robert Yonkee will do alright here. On our way out, a track employee said, "Goodnight, thanks for coming!" This is always a good sign. Running a race track is like any other business: if the customers are made to feel welcome and valued, they are much more likely to return. We will.

On Saturday night we headed straight east to the Lake Geneva Raceway, where their regular weekly divisions were running along with the Millennium late model "Spring Fling 50," where the MLM cars were pitted against limited lates from various other tracks.

Brian Ulrich was the one to watch, as an early melee involved several, including Ulrich, but he restarted in the back after pitting and then proceeded to pass the field, mostly on the outside. Nick Wendt had done a nice job of leading most of the way, but it appeared his tires were going away on him as he faded late. Ulrich had to contend with last year's winner of this event, Jeff Steenbergen, at the end, but he wasn't about to lose after all the work he had just accomplished in passing every-

one, including Steenbergen.

James Gleesing was behind the wheel of the MLM normally driven by Paul Edmundson, as Paul was sitting out with a hand injury. He said that he hopes to be back behind the wheel real soon, however.

Some of the visiting cars present for this event included the aforementioned Steenbergen and Wendt, as well as Nick's dad Andy, Chad Stevens, Don Gaserude, Dennis Schmidt, Mike Lloyd and George Bohn.

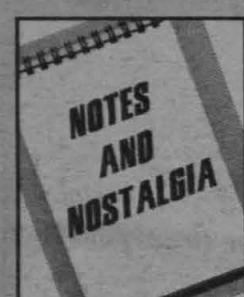
One of the more exciting races of the night was the super stock main event, with first-time winner Josh Wallace taking the win. Adam Mass was right behind, as a group of cars were within a whisker of each other during most of the race for the lead, including Mike Gunderson, John Maki, Jr., Tom Roney, and early leader Adam Regnier, whose name I misspelled last week. (Sorry, Adam). The young Wallace also will be racing a MLM this season.

The Sportsman cars had to battle frequent light rain during their event, but they got it completed with Jeremy Bloomberg taking the win. The super lates weren't quite so lucky, as the rain came harder past the halfway point of their feature while Jamie Wallace led and got the win. In reality, I don't think there would have been much position-changing past this point in the feature, anyway.

I like the way they run the program here, as they run heat races with cars of like times competing with one another, and the fastest running their own dash. This gives all drivers a shot at winning a race. Sometimes the first heat in any division is the most exciting at any track doing this, as it is always nice to see someone winning who doesn't do so very often. This is another facility where the track employees are always very friendly and welcoming.

Notes & Nostalgia

Jerry Dorich



Gloating-Eating Crow Department, Gloat first: Two columns ago we wrote that the mainstream would watch NASCAR on TV if there is nothing better on at the time. We included The Masters as one of the "betters." Sho' nuff, the Nextel Cup Advance Auto Parts 500 at Martinsville drew "a solid 4.6" (according to *USA Today*) against The Masters' 10.3 for the same time period. However, that "solid 4.6" was

down four percent from last year.

Crow: Again we received a call to answer a racing question from our tavern friends who were watching the Martinsville race at a sports bar. The question ("Did Jeff Gordon at one time race with Tide sponsorship?") was unimportant, but the fact that the folks at this large sports bar were watching an entire Cup race was crow-ingestion time. It's also pertinent that these former non-fans even know - or care - about Jeff Gordon and Tide. The NASCAR machine is working.

We have the usual race fan's aversion to horse racing. For a social favor we recently found ourselves reluctantly watching the movie "Seabiscuit" with a friend. Against our own prejudice, we found it to be a fine movie. Many movies, of course, are "interesting," so that's a hackneyed comment. "Seabiscuit" went beyond "interesting" because it had that Greek word that is small in number of letters but big in meaning: pathos. Google defines pathos as "a quality that arouses emotions." Pathos for the injured jockey, the trainer, the owner and his wife, the substitute jockey - and, darn it, for the horse.

And why can't someone - anyone, please - make a top-quality racing movie? The ESPN Earnhardt movie was okay. We'll reserve judgment on the Kulwicki movie despite hearing nothing but bad things about it. "Days of Thunder" and "Driven" obviously were in a contest to see which could be worse. "Grand Prix," "Winning" and "LeMans" were all excellent in the photography and production departments but were mediocre in the story department. Surely, in all of racing, there have to be stories that could generate as much pathos as "Seabiscuit."

We were surprised with "Seabiscuit's" assertion that people were getting a half-day off from work to watch a horse race. It was a different time with different media circumstances, but not even NASCAR generates that strong an interest today. We suspect the Italian Grand Prix at Monza, when a Ferrari is on pole, might generate similar interest in Italy. We remember that the Indy 500 approached that level of interest in the '50s, but memory is a faulty device. The question is, how can the IRL, with its unknown drivers and uninteresting cars, get to an interest level even close to that level shown in "Seabiscuit"?

A.J. Foyt's racing efforts in both NASCAR and the IRL during the last few years have hurt his reputation. That's regrettable, because there's now a whole generation of fans that think of Foyt only as some sort of overweight, angry buffoon and are unaware of his very real accomplishments. Watching the CART wine-and-cheese crowd vilify him has been "like watching a great knight being pulled off his horse and hacked to death by peasants."

We've all forgotten some of Foyt's exploits. For instance, most of us know he was the only man to win Indy in both a front-engined and rear-engined car, but how many of us

remember that Foyt also built the first American rear-engined car that won Indy? That was his 1967 Coyote, admittedly a copy of, in Foyt's words, some "British junk." More importantly, Foyt and other American copy-cats "beefed-up," or strengthened, their versions of British fragilities. Coyotes, in various versions, won 30 Champ Car races. As late as 1981, Foyt himself qualified a ground-effects Coyote on Indy's front row. Incidentally, the Coyote-Orange of those famous cars was actually Poppy Red, as sold on Ford's Mustangs.

These words to a Waylon Jennings song stick in our mind: "From the Beatles and me and Nashville to the 'Billies and the Rolling Stones, / if we could all sing like we wanted to, we'd all sound like George Jones." There's nothing quite as convincing as peer prestige. We fans and writing hacks can postulate all we want about who and who isn't a great driver, but these theories all dim in the presence of peer tribute.

Art Cross, who passed away recently without much fanfare, earned such peer admiration, from, among others, none other than close friend Bill Vukovich. Vukovich once called Cross "the best driver amongst us, especially on pavement." In 1953, Troy Ruttman, the injured 1952 Indy 500 winner, publicly proclaimed Cross the best driver in the 1953 Indy field. Cross was the last living driver to have driven the 1953 Indy 500 without relief, finishing second to Vukovich. Cross, along with others like Don Freeland, Shorty Templeman, Johnny Boyd, Al Herman, Cal Niday, Jimmy Daywalt and Jack Turner, belonged to a group of '50s drivers who never won an Indy 500 or Champ Car race but continually seemed to be in contention for Champ Car or Indy 500 wins. They all were race winners and champions in various other divisions but always seemed to lack that last bit of good luck that would put them into the win column.

Cross earned a Purple Heart during the Battle of the Bulge, then returned to the States and resumed a midget career. Cross enjoyed his near-great racing moment during the 1955 Indy 500. Driving the Belanger 99 Kurtis roadster, Cross led 24 laps late in the race; he then lost the lead to eventual winner Bob Sweikert on a pit stop. He started catching Sweikert at the rate of three seconds a lap, but a 15-cent bolt parted in the Belanger's Offy, and Cross was done for the day.

Cross had been Indy's first Rookie of the Year, in 1952, after finishing fifth. After the second-place to Vuky in '53, Cross led eight laps in '54 and finished 11th, but he completed the full 200 laps, albeit with relief drivers. Unlike some of the bawdy drivers of the era, Cross wisely invested his winnings in a farm that he and his wife had dreamed about owning.

Apparently deeply affected by Vukovich's death, Cross nevertheless continued racing until the August 250-miler at The Milwaukee Mile. In Pete Schmidt's Kuzma upright, Cross worked his way to the front, only to spin out. He worked his way back to the front, but then her ran out of fuel. After a quick pit stop, Art worked his way back to fourth. And that was it. Cross never raced again.

Many believe that Cross quit because of Vukovich's death. Cross maintained it was not Vukovich's death, but that he was simply tired of being away from his wife, home and children. Cross never drove a race car again, although as late as 1959 car owners were trying to get him to run at Indy.

Cross returned to his farm in Rolling Prairie, IN, near LaPorte, and never drove another Indy 500. He and his wife of

50 years, Margaret, passed away within a few days of each other.

Where will NASCAR's undisguised attempts at gentrification eventually lead to? We're reminded of the loudmouth in Johnny Paycheck's famous song, "Colorado Cool-Aid." Sure, most of us want to rid our race tracks of him, but do we really want the guy who cut his ear off as the substitute?

One of the reasons we're beside ourselves with the joy that the British have so thoroughly invaded and taken over Indy Car racing in this country is that we have a chance to experience that splendid British sportsmanship. We came across a little-known example of this sportsmanship that happened way back in 1948. Businessmen Burt Friedlob and Bob Topping (at the time the owner of the New York Yankees) promoted a midget race at a brick-surface motorcycle track near London. Topping, who was on his honeymoon with actress Lana Turner, transported the necessary cars and personnel overseas on the S.S. *Mauratania*. The surface proved unsuitable and the British sports fans tore down the posters announcing the event, threw stones on the track, added sand to the cars' gas tanks, and cut the cars' tires.

Notice how many of these new Grand Prix races are located at tracks in former British colonies? Coincidence?

Does anybody see the irony in some of DW's pronouncements against cheating after some of the stuff he's supposedly pulled? Well, forgiveness is forthcoming, because, in DW's words, "at least I had an era."

No matter how empty or crowded, noisy or quiet, expensive or cheap the restaurant, there always seems to be that one person who has that voice that seems to be heard above all others. Naturally, the tone is grating. Of course, this person never shuts up. Talks on and on to the point you can hear no one else. At the expensive restaurant you figure your hard-earned money has been wasted. Ladies and gentlemen, Fox Sports presents ... Larry MacReynolds.

"Hometown Bounce" is an appropriately descriptive term for the belief that the enthusiasm shown at small hometown tracks for local heroes transfers to the large tracks these same heroes migrate to as their careers advance. We believed that the lack of the bounce has all to do with the low TV ratings of both the IRL and CART. A well-known national columnist agreed. We felt smart - until we talked to our friend, a USAC official, about how we had observed the "bounce" last year on our visit to four tracks during Indiana Sprint Week. He wasn't so exuberant about the "bounce." "Those good crowds of five thousand you saw at one track might have been the same five thousand you saw at all the tracks," was his pessimistic observation. Our optimism deflated, we knew we couldn't refute his observation.

In the '60s, the well-known record producer at Reprise Records, Jimmy Bowen, started developing a more-than-casual friendship with singer Phyllis McGuire. The deal also involved McGuire cutting a few records for Reprise. McGuire was also involved similarly with the Chicago hood, Sam Giancana. Several of Giancana's representatives visited Bowen. McGuire never recorded for Reprise and went no further with her friendship with Bowen; Bowen was allowed to keep his life and limbs. We wonder how Brian France and company will deal with this aspect of doing business in New York City.

Provanzano, Pohlman Pick Off Kankakee Wins

KANKAKEE, IL, April 15 -- Fans at the Kankakee Valley Motor Speedway saw some edge-of-your-seat racing in the late model and open-wheel modified features Friday night.

In the late models, John Provanzano took the lead on the green flag and won his 30-lapper. The veteran used the bottom groove to rocket to the lead, but he had to recapture the top spot after a lapped car spun in front of him. Frank Heckenast, Jr., who took advantage of Provanzano's minortangle with

Ken Snyder, ran a strong second.

In the preliminaries, Provanzano edged Heckenast in the first heat, and newcomer Jamie Zider topped Dick Potts in heat 2.

In the modifieds, Bob Pohlman took the early lead and held off a very strong Kevin Hastings, who wound up second, and Dave Porth, who was third for the second time this season.

Hastings won his mod heat ahead of Pohlman and Porth, while Matt Bachman won his heat ahead of Nick Allen with some last-lap magic.

Tim Reynolds topped Dan Hamstra in his heat, and Anthony Ricketts won the semi-feature.

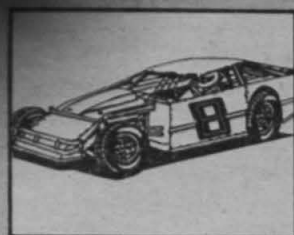
In the street stocks, Mike Cavanaugh lead all the way and won his first feature here since 2002. Steve Dimmick ran second and Kevin Lenzen was third. John Geary, Jay Hamilton and Jay Morris were heat race winners.



Frank Heckenast, Jr. (99) runs side by side in closing laps with the winner John Provanzano (7) late in the late model feature at Kankakee Motor Speedway on Friday. (Chuck Gonzales photo)

Reichert's Ramblings

Ed Reichert



When I made my first racing trips out of Wisconsin, one of the first states I wanted to visit was Iowa. At that time the Hawkeye State was the unquestioned capitol of Midwest dirt-track racing, with the best cars, drivers and tracks. When I made my first visit to an Iowa track, it was on the first weekend of April. Racing in

this area was unheard of then, but it was opening weekend at the Iowa tracks, with Sanger, Hanson, Neffenegger, Walton, Schiltz, Dake and all the great ones on hand.

One of the best from the Quad Cities area was Ronnie Weedon of Pleasant Valley, a fan favorite and a terror at Davenport, East Moline and other tracks, where he racked up track titles and championships. What made Weedon unique was the tenure of his career; while most others eventually hung up their helmets, he continued to race year after year, eventually switching to modifieds in recent years.

Early last week, Weedon was working on his car alone in his garage preparing for another racing season in the Quad Cities area when his car fell off its jacks, and he was killed. Ronnie Weedon was 72 years old, and his career spanned five decades, during which he won 504 feature races, and he was still very competitive to the end of his career. While he didn't know me from Adam, when I would be roaming the pits at Davenport, Blue Grass or East Moline, he would always say hello and give me a smile, as would his wife Dee, who was generally his lone pit helper.

Ronnie was a legend in the Quad Cities and will be sorely missed by many. His funeral was held in the main grandstand of the Mississippi Valley Fairgrounds on the front stretch of the Davenport Speedway, with race cars lining the track behind him.

Congratulations to Roger Rager for his election into the Nebraska Auto Racing Hall of Fame. Long before he moved to Pequot Lakes, MN, he was an open-wheel racing terror in his home state of Nebraska against some of the finest sprint car drivers in the country, including Saldana, Opperman and Lonnie Jensen.

On Thursday, April 14, I attended the second practice session of the year at the Eagle Valley Speedway. Over 40 cars were on hand tuning up and getting ready for the new season. While a few had already seen track time this spring, most hadn't yet, as they wait for the local tracks to open.

I talked with several drivers about their plans for the year and the changes made since last year. Dale White has had a busy off-season, both with his business and his race team. He has made a complete changeover of chassis manufacturers, opting for two new cars from Jimmy Mars - one for himself and one for Tony Bahr. He also obtained another chassis in a swap with Mitch Johnson; this car will go to Troy Kuyoth. While White has the other two cars nearly complete, he's a little strapped right now trying to get the cars to the track, as he sold his trailer to Indiana racer Mike Jewell and is waiting for a new one from Lance Matthees.

Johnson has purchased one car from Audie Swartz for his open shows, and he will use White's former car in WISSOTA races. Apparently Mitch was just looking for something different to try.

Keane Laakson was more than anxious to get some seat time with his new late model, which he purchased from Mars. Jimmy was helping him shake the car down tonight. Laakson is sporting a new number - XS, which is the name of a new high-energy sport drink that he is selling.

I also spoke to Scott Duval, who was busy helping Steve Thomas and Mike Harshman, among others, with their cars. They completed a new super for Thomas in three days this week. Scott said he has built 16 new cars this winter, and he is still extremely busy.

One of the more interesting new entries is the pure stock of Carolyn Nossner. She is Mickey Nossner's stepmother, and while

she has previous experience racing snowmobiles and four-wheelers, she's never raced stock cars before. She made some preliminary laps in a car built by Mickey and Pete Paulus.

Ron Mahder seemed extremely pleased with the performance of his new car, owned by Dennis Repaal. Mahder's more than ready to get the season started. However, son Cory wasn't quite so thrilled, as he had motor problems and needed to make an engine swap before racing at Menomonie last Friday.

The Duane Mahder group was also busy working out their two late models. Youngest son Shaun even got to make a few laps in dad's car; expect him to be the next Mahder to hit the circuit.

Jimmy Mars was on hand to help some of his customers and also make some laps with his WISSOTA car. He expected to hit the opener at Red Cedar and then help for a WDRL race in Illinois. Pat Doar was also on hand and squeezed behind the wheel of Mars' car for a session or two.

Jason Forehand was happy to be working out his new super stock. Their tests tonight looked very promising, and while the car is sporting a Taurus body, there's still a Chevy under the hood.

The pure stock division will see quite a turnover this year. Top contenders Justin Supri and Mike Knopps have both moved up to Midwest modifieds, and new drivers are expected to step up in the pures.

Friday night, April 15, was opening night for 2005 at the Red Cedar Speedway. The weather was glorious, and the crowd on hand was one of the largest in several years - certainly the best for a Red Cedar opener in many years. There were 127 cars were on hand - probably just the right number given the track's curfew and opening night jitters that most tracks have. But it turned out to be a very smooth night, with few yellow flags and some good feature action, and the track stayed pretty good. Overall it was a very positive opener.

Jimmy Mars is a remarkable talent, make no mistake about that. I'm sure some people get tired hearing about him all the time, but the skills he possesses for driving a race car can never be understated. He brought out his WISSOTA car to "knock the rust off his driving" and dominated a very strong field of late models for an easy win. This has not been the best of winters for Mars, with lots of behind-the-scenes politics polluting the national dirt late model landscape (many of them still unresolved), but the opportunity to race on the track where he learned how to drive many years ago is a breath of fresh air for him. As his dad says, he would race at Menomonie for free just to have some fun and a night out with the boys.

The opener included the first-ever outing here for the Midwest modifieds, which put on a smooth program tonight with only one yellow flag in their entire show. It will be an educational experience for local fans, as many area tracks are adding MMs this year but most area folks are unfamiliar with the drivers in the class. Shane Sabarski continues to be extremely strong early, remaining undefeated. The top four finishers here Friday night were all Minnesota hotshoes; Bob Anderson was the highest finishing local competitor in fifth, with a highly upgraded car from what he raced last year at Eagle Valley.

Another class in transition here are the pure stocks, but for good reason. Only six of the top 20 finishers in points last year were on the track tonight; many who were missing have moved up to higher divisions. This is exactly how the pure stocks should work - a cheap training ground for drivers getting their feet wet before moving on to bigger things. The new names and faces in the pures will eventually develop their own fan followings.

Two of the drivers that have moved out of the pures were brothers Jake and Jesse Redetzke. Both looked good in their opening runs - Jake made the super stock feature against a strong field until mechanical problems ended his run, while Jesse finished a strong fourth in the street stock feature after running second for quite a while.

Ron Mahder and car owner Dennis Repaal were both

extremely pleased after they won the opening-night main against a strong field of modifieds. Last year they were shut out of victory lane, and that didn't set well with them. Mahder has been a consistent winner over the years, and Repaal has enjoyed success with former drivers Ron Schreiner and John Kaanta. They made the move to a new chassis this year, and after some strong practice runs it is clear they will be a strong force this year.

John Kaanta was driving Kenny Davis' mod, as Davis' debut in the class has been delayed by a bad back. Davis will be driving the car that Todd Siddons ran last year. Siddons also looked good running the low side in his new car, and I expect his first win to come this year.

Two of Red Cedar's defending point champs - Mike Goodremote and Paul Harelstad - missed the opener with unfinished cars, while the top three in pure stock points last year were also missing, with two having moved to MMs and one to supers. Wade Aspen, who finished fourth last year, cruised to the opening night pure stock win.

With Tony Bahr's new car not yet ready, he drove car owner Dale White's new late model Friday night to an impressive fourth-place finish after starting ninth. Kerry Hanson, a late model rookie after running mods the last few years, arrived late and missed hot laps, but he moved from 18th to ninth in the feature.

Red Cedar Speedway, under race director Todd Schwartz, is working very hard to be more fan-friendly, with free admission for kids, lots of activities going on before the programs and more interaction between drivers and fans. With six classes racing every Friday night, the city curfew will continue to be an issue throughout the summer. The curfew doesn't allow any race to start after 10:30 pm, and all races must be done by 11. The speedway will act to keep the program moving as quickly as possible, including using a one-spin rule in the B-features, shortening up some heat lengths and cutting the time between events.

Friday night's show concluded at 10:25 pm, on a night with relatively few yellows and wrecks. I don't see the program ever having more than one fewer race than was run Friday night, and on nights when things don't go as smooth I think we'll see shortened events and postponed features - unfortunate events that local fans may have to learn to accept.

On Saturday, April 16, rain somehow appeared from nowhere, throwing a monkey wrench into our plans. We were quickly running out of options until we found a track that was high and dry - the Algona Raceway in northern Iowa. Our first visit to Algona in many years was also the second of Joe Ringsdorf's tracks that we have visited within the last week.

Algona runs seven different divisions - six of cars plus one truck class. It's a nice-sized track, about a third-mile, with long chutes and tight corners. The racing is close and competitive and the track was exceptionally smooth.

The threatening weather probably put a damper on their program. The sun came out just as we arrived and temperatures climbed by over ten degrees, but the threat of rain held the crowd down and the car count was low, although the hobby stocks, 360 mods, stock cars and modifieds all had enough cars to put on a good show.

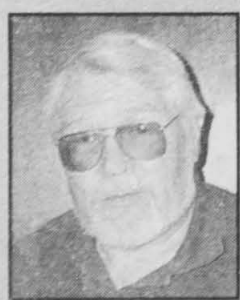
The best feature of the night saw local driver Ed Green hold off a 25-lap challenge from Clayton Christensen and Rick Schuller. It was also interesting watching IMCA hot shoes Ricky Stephen, Ron Pope and Jay Noteboom work their way up from the back of the pack.

One issue that remains in question is whether Ringsdorf's decision to drop open rules in the mods and become IMCA-sanctioned will be beneficial in the long run. So far he has had strong fields of cars in Fairmont, but the numbers at Algona and Mason City remain lukewarm - similar to last year but with some different faces on the track.

One thing I'm always guaranteed at a Ringsdorf track is a friendly welcome to the pits. To a person who is an infrequent visitor, that is a very welcome plus.

North Tundra Racing Beat

Jerry O'Brien



Since most (or all) of you dear readers would have no interest in our trip to Antigo, WI, to visit our grandchildren, we will spare your eyes from the work of ignoring such a report. Suffice it to say it was a fun trip, and the three girls are growing like weeds. At least it seems so, since we only see them maybe twice per year.

We did make the opener at the Red Cedar Speedway, but before we delve into that aspect of our trip, Joanne and I were shocked to read that Jim Hendricks, husband of fellow columnist Fay, had a triple bypass operation and is home doing the slow recovery. No climbing up on the garage, or any building for that matter, to work on the roof! A personal note to Jim: Joanne and I wish you a speedy recovery! It wouldn't be the same if you couldn't make it to the Masters at Cedar Lake, or, failing that, the USA Nationals. Fay, keep him off that roof!

Now, back to opening night at Red Cedar. Once again the night was perfect for racing - t-shirt weather until the sun went

Andretti Green Crew Members Involved in Accident

INDIANAPOLIS, IN -- Four team members from Andretti Green Racing were involved in a multi-car accident April 13 in the San Francisco area following the IndyCar Series open test at Infineon Raceway in Sonoma, CA.

The four men were traveling in the same vehicle to San Francisco International Airport when the accident occurred just after 6 pm (PDT). All four were taken from the scene of the accident to San Francisco General Hospital.

Scott Graves, the team's director of engineering, and Tino Belli, Andretti Green's technical director, were admitted to the hospital; as of the morning of April 14, both Graves and Belli were listed in good condition. Martin Paré, who works as race engineer on Andretti Green Racing's number 7 entry, was treated and released April 13. Brian Page, who is assistant race engineer on the number 7 car, was examined and released April 13.

down, then sweatshirt weather. Couldn't have been a better night to sit and watch race cars go in a circle! Once again Dave Rhead and the crew at least seemed glad to see us!

We had not been to a Red Cedar opener in a while - the last was a couple of seasons or so ago, when they were not able to get the show in due to wet grounds. This time the track was in beautiful shape and proved to have two grooves that were fast. There was a pretty good hole right on the absolute bottom of the first turn, but it didn't seem to bother most of the drivers.

There was a reported 126 cars on hand in six divisions. The WISSOTA street stock winner was 60-year-old Butch Madsen, who repeated his opening day win of a year ago. The super stock feature proved to be a surprise; it looked as though 2004 national champion Ryan Aho was going to get the win at a track he admits he has trouble with, but Ashley Anderson had other ideas and pulled off a last-lap pass for the win. Ryan is quoted as saying that he wasn't disappointed with second, as he doesn't usually do well at Red Cedar. Ashley and his wife, we were told, just produced new additions to their family in the form of twin boys. Ashley is also reportedly nearly ready to field the number 81 late model.

Ron Mahder had a good run in the number 20R WISSOTA (mega-) modified, winning the feature event with apparent ease. Chasing him to no avail was Dave Cain, who was most likely more worried about keeping second toward the end after a flying Craig Thatcher (from ninth) was hounding him for the final laps. Craig was the first to find something up on the top, and his momentum through the turns made him look ten miles per hour faster than the rest.

Late model driver John Kaanta was behind the wheel of Kenny Davis' new mega-mod. Kenny has moved up from the supers, but back surgery a month or so ago will keep him out of the driver's seat for the early part of the season.

Jimmy Mars was home for the weekend and, of course, made the opener in a big way with a sweep. Didn't hurt that he drew the pole after winning his heat, but he could have slowed up a little bit and not made everyone else look so bad! Our friend Joel Cryderman, for once, had a good redraw after a run from tenth to fourth in his heat and found himself outside of Jimmy on the front row. Joel had a great run for second - a good way to start out the season after a not-so-fine start at the

Cedar Lake Speedway's opener. It's a good way to start out with your own team after being sort of a hired driver for the previous three or so seasons. I predict he will be back to being a rocket.

Rick Hanestad also had a good run, with a top-five finish to go along with his dominating performance at Cedar Lake the week before. This man has a huge amount of talent, and I look for him to win a lot more features this season as well as show up well at the local big shows. Guess all those seasons in the street stocks are finally paying off! He made a three-wide power move in his heat race on the outside that had the crowds' jaws dropping. (Ever hear 2,000 jaws drop in unison? You can hear it over the cars!)

The Midwest modifieds put on a show - or should I say, Shane Sabarski did. He's three-for-three this year, having won on both nights at Cedar Lake and backing up those strong runs with the sweep at Red Cedar. Here is a name we are going to have to learn to spell, as he looks to be the man to beat early on in the season. The feature resembled the heat, as Sabarski beat Troy Jordan and that "little" motor in both. Troy usually finishes up toward the top in WISSOTA national points and also sometimes makes the trip up to Proctor.

I have to admit, Joanne and I bugged out before the pure stock feature was done, so you will have to look in Ed Reichert's race report to find out who won. Since we were staying in Colfax (about 20 minutes down the road), we were watching the "Tonight Show" at a quarter to 11.

Though there were 126 cars, there were only two B-mains in the super stocks (38 cars), so that cut down the track time. Still, it was a show that did not disappoint the near-capacity crowd.

You have heard about the rest of our weekend, so we will move on to our plans for our next weekend coming up. We are anticipating our trip to the Deer Creek Speedway, near Spring Valley, MN, on Saturday the 23rd. We have heard so much about the facility and how much work the Queensland family has put into it, and we anticipate a fun time. Just hope the four-letter word we shouldn't say keeps away and lets us have fun.

That's all for this time from here on the tundra. I will be getting ready to sell about 80 acres of land from the farm and also my '69 Mustang Mach 1 that I brought new, so if anyone's interested ... bring lots of money!

The Infield

Paul Pittman



Ahhh, the sweet smell of methanol in the air! The deafening rumbling of 410 cubic inch engines idling as their "doctors" perform delicate surgery on them in a quest to make them better. This can mean only one thing - the sprint racing season has officially begun in the Upper Midwest!

It's a Saturday night and we're at a racetrack and there's a threat of rain - yep, business as usual! The whole twist to all of this was that, other than a small spritzing that did nothing more than force everyone to look to the skies briefly, it never did rain much. In fact, the sun eventually came out, and we couldn't have asked for better weather.

Here's even more to swallow. The Oskaloosa track held up nicely all night long for the IRA sprint opener. If not for forgetting just how hard certain muscles have to work and react so quickly (something that you remember real quick but work at all season), the entire night would have been a solid 11 on a scale of one to ten!

I would like to take a second to extend a "thank you" to all of the teams on hand for their outstanding professionalism all night long. In fact, I don't think I even heard a complaint all night long (knock on wood) ... but then again, it was only opening night. Seriously, every competitor in the pit area really demonstrated just how far this sport has come from the days of settling disputes with fists (helmets optional).

Oh, and a bonus: completely finished at just a tick after 10 pm. At this point, it was simply a matter of figuring out what to do next. A quick conversation with Dean Osborn and I was soon another passenger aboard "Osborn One," northbound to home. By the way, Dean, thanks! I was able to get home in plenty of time to take care of business and, God forbid, grab a quick nap. What is this world coming too?

In all seriousness here, folks, the overall weekend was welcomed by the fans, competitors and Mother Nature.

Another group that I want to take a second to recognize and commend for being more than ready were the photographers. Huh? No one ever says anything about the railbirds - the crazy guys hanging over the inside guardrail in search of the perfect photograph, perhaps for the front page of a paper or magazine. Although the rise in Internet news services sometimes brings them out of the woodwork, you can always spot the veterans - the professionals. And it's not always by the size of their lenses or how far their flash reaches. Anyone can spend money and get the good equipment to look like they know what they are doing.

We see it all the time in the pit area, so why would this be different? Just watch for them. They are the ones not flinching while the stones are pelting them like bullets from a Gatling gun; they are the ones that are totally aware of their surroundings. They are the ones pulling into the show with a car that looks like it was pieced together with wire and duct tape. They

are the ones whose names you will see on those pages. They are also the ones that the "rookies" are trying to be one day, because just like the drivers and teams, they get tired of following the circuits, too. They have certainly made things easier for me, and they are very often the ones that can make a series go from okay to great in a single flash. Thanks, guys! You know who you are!

The lower-than-expected car count was directly related to the area weather. As I said, there was a threat of rain; honestly, more than a threat. Seemingly everything in the area was wet, except for the town of Oskaloosa. Undaunted though, Bill McCroskey and Lori McCarl went on about the business at hand undaunted.

There is also something special about racing at Osky. McTwo Promotions has a very good rapport with regional and local businesses, and the support for bringing sprint car racing to the fairgrounds there is always well rewarded. Here's a suggestion to promoters out there trying to figure out just how to sell tickets and build a quality event: If you haven't figured it out on your own yet, give Bill or Terry a call and pick their brains some. Good ideas almost always start out as a crazy thought that works. Of course, if it doesn't work, then you can always say you tried something different and call me a moron. If you honestly tried, I will at least give you credit for that.

Another thing that I remembered quickly was the travel time involved on these trips. Twenty-four straight hours is more than enough for these old bones. I have no idea how some of these war-weary veterans do it anymore. My hat is certainly off to them. Anyway, I am going to try and keep the backyard notes to a minimum this week, mostly because it is getting late here once again and the alarm clock is already set for 4 am. Yep, there's another thing to look forward to.

Notes and news from the infield: Travis Whitney towed to Knoxville's open practice on Friday night and looked very good. This according to not only the IRA officials that were there, but several of the Knoxville reps I spoke to on Saturday echoed the same comments. When I talked to Travis about it, he had his usual "Don't know what your talking about but your right!" smile, so I figured they were at least happy with their results. On Saturday night the team continued their testing, which cost them in the feature, but in the bigger scheme of things they feel it will help them. Discipline. There is a reason they are so successful on the limited budget they have: they know how to race smart and are disciplined enough to make a game plan and stick to it. Ten years in the Air Force has taught me to respect that, and you have to respect the results.

- Mike Kertscher's night ended prematurely when the bearing in the car's rear-end failed early in the A-main. Mike looked strong and smooth in his heat race, which was the ticket needed to succeed in the feature. At least nothing really got hurt when it went, as Mike was able to catch it in time.

- Smooth! I could not believe the difference it made on Saturday night! Yeah, I do realize that is often the key; I've been around a little while. Usually, though, there is a certain

amount of getting up on the wheel involved which entails throwing the car around at least a little bit. Not at Osky on Saturday. In fact, when I spoke to A-main winner Wayne Johnson at the scales, he seemed more winded from the post-race interview (anyone who has heard or talked with Wayne knows that he is a man of few words) than driving. A lot of it had to do with the fact that he and Don Droud didn't even begin to encounter lapped traffic until the final few laps of the race. Yes, nearly the entire field was that fast. Once Wayne got by Don, though, he looked as comfortable sitting in the seat as he drove by as anyone I have seen in a very long time. I would say that they are ready for Knoxville's title chase.

- I saw something I have not seen much of lately on Saturday night after the races - a smile on Kim Mock's face. Experience has made Kim a realist over the past few years, and when he got the word that quick timer Johnson had pulled the number ten pill, putting Mock on the pole, Kim was well aware of the level of competition following him. He also knew what he would have to do. What no one else knew, though, was that the team was handicapped: a missing brake due to damage earlier would mean a different driving style and ultimately caused the hole on lap 6 that allowed Droud the room to get by. As the race wore on, the moving cushion kept Mock guessing until the waning laps, when, "I got things figured out," he later stated. It still managed to bring a missing gleam back that was noticed by more than just me.

- Steve Meyer and Scott Neitzel used the night to concentrate on set-ups and motor shakedown, much the same as Whitney did in Knoxville. "We didn't do too well," commented the defending champ Neitzel afterward, "but tonight is not a points race for us. We are looking at it as more of a practice to really evaluate our program, and we did that and still had some fun." More importantly, both cars went back into the haulers after an intensive night of practice in one piece.

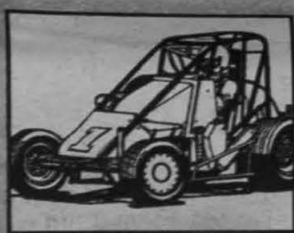
Teams that were not able to make the practice or opener at Oskaloosa will still be able to get some laps in before the first IRA points show on April 30, courtesy of the Dodge County Fairgrounds in Beaver Dam, which will hold an open practice on Wednesday, April 27. I do not have the start times, so you will have to contact their office for that information; however, fans can watch for free, and there will only be a \$20-per-car pit fee for the session.

Then on Saturday, April 30, the Bumper to Bumper IRA Outlaw Sprint Series will officially kick off its 2005 points season at the fairgrounds in Beaver Dam. In addition, the pit area will be open to fans prior to action getting underway, allowing them to visit with teams and catch up with them about the off-season. Fans will be asked to leave the pit area when it's time for teams to sign in for competition. We will pass on more information concerning this in the upcoming days.

So, with all that said, feel free to e-mail me at <ira@arppix.com>; I'll read it when I wake up and catch up on my work.

Broadsliding the Speedways

Crocky Wright



The robins have arrived en masse from their winter resting place in sunny Florida. Joining the migration was Dave Steele, who "winged" to victory at the USAC National sprint car opener at the Anderson (IN) Speedway on April 10. Steele led all 50 laps to score the victory over Aaron Pierce, Aaron Fike, Bobby

East and Jay Drake.

The fast qualifier of the 37-car field was East.

Down Florida way, Tampa resident Steele had scored five sprint car wins in the first seven programs of the season sanctioned by the Tampa Bay Area Racing Association before heading north to Indiana. A surprise entrant in the sprint car field at Anderson, taking a school break was young Kyle Nicholas, son of Steele's car owner. The youngster placed third in his heat and 12th in the feature. Last year Kyle raced four times in the Kenyon Car series at the Indianapolis Speedrome. Keep your eye on this youngster.

The Midwest's USAC National Midget Series season gets underway on May 7 at Beaver Dam, WI, followed by a May 26 appearance at the Indianapolis Speedrome and a stop at Indianapolis Raceway Park on May 28.

The American Race Drivers Club will be ushering in its 66th season in 2005 under the direction of newly-elected president Ron Lauer. Together with race booking agent Mike Miller, the pair hope to elevate the status of the ARDC by expanding the schedule and, more importantly, concentrate on presenting more non-winged midget races to Eastern racing fans.

Speaking of my alma mater, a lot of water has gone over the dam since I last had any connections with the ARDC. Actually the year was 1971, the last season I did any public relations work with one of the great former racing associations. That season the ARDC held 41 features at 13 different speedways, with Grandview leading the list with ten programs. Feature win honors went to champion Johnny Coy (eight wins), Johnny Hubbard (seven) and Poncho Carter (six). Winning three times each were Jim Kirk and Sonny Sanders; two-time winners were Hank Rogers, Jr., Roger Bailey, Mitch Smith and Danny Caruthers; and single wins were posted by Jerry Stover, Johnny Mann, Larry Dickson, Jim Maguire, Frank Holtz and "Dutch" Schaefer.

The top five in the point standings behind Coy were Hubbard, Stover, Carter and Len Duncan.

Behind the Wheel - Ernie McCoy: Erie Avenue and G Street in the city of Philadelphia was the site of the famous Yellow Jacket Speedway. Prior to World War II, Yellow Jacket was a mecca for midget race fans in the Eastern part of the country. The greatest drivers in midget racing history appeared at this sensational speedway, and race fans were attracted from far away to view the speed extravaganzas.

Among those making the weekly jaunt to the corner of Erie and G was a group of youngsters from Reading, PA. In this particular group of boys was a determined, good-looking

youngster who had nourished dreams of becoming a race car driver himself.

In the passing years, his determination had paid off and his dreams had been realized, for Ernie McCoy has thrilled race fans all over the country for 30 years. He has blazed his name in glory in midgets, sprints and championship cars.

McCoy made his debut at Yellow Jacket Speedway in 1941 and qualified for his first feature event that day. His progress was rapid, and before the season was over he had won a number of features. World War II brought a halt to all racing, and Ernie spent three years in the Marine Corps, seeing action in the Philippines and other war zones of the South Pacific.

In 1946, Ernie returned to the speedways, teaming up with car owner Stan Frankenfield of Ambler, PA. The post-war years were hectic ones for midget auto racing, with a seven-night-per-week schedule in the ARDC. The Frankenfield-McCoy association continued throughout this colorful era of midget auto racing.

Ernie was a fearless competitor in the Frankenfield V8, scoring many victories over the circuit. Perhaps the most memorable ones were the victories at Yellow Jacket, where only a few years earlier he sat in the stands, dreaming of becoming a driver.

The popularity of this extremely good-looking driver soared, and it was about this time that he was dubbed "lover boy," for invariably a bevy of girls would be waiting for him at the pit gates.

In 1949 he placed ninth in the ARDC point standings, and the following year he branched out into sprint car racing with his first ride in the Mike Caruso car. In 1952 he placed second in the Eastern AAA sprint car competition, and he was third in 1953.

The year 1953 was a good one for Ernie, as he attained his goal of competing at the Indianapolis Motor Speedway. He qualified the Chapman Special at 135.926 mph. On race day he was forced to make a pit stop while in fourth place with only nine laps remaining, and as a result he finished the "500" in eighth, but his showing qualified him for the "Champion" 100-mile-an-hour club, which was a cherished honor among race drivers. On July 6, 1953, Ernie was injured in a Championship car when he crashed into the wall in the Chapman Special at Detroit, MI.

In the 1954 classic, Ernie qualified the Ray Crawford Special at 138.51 mph, completed 194 laps and was awarded 16th position. Later that year Ernie sustained very serious injuries in another Champ Car race at the Darlington (SC) Speedway; the date was the same as the previous year - July 6. This time the car crashed through the guardrail. The front axle and wheels were torn off and smashed into the cockpit. He suffered head injuries, severe face lacerations and contusions.

In 1955 he qualified the LaVilla Special but was bumped from the line-up.

Ernie McCoy returned to the midget wars in 1956 and placed fifth in the ARDC point standings. He also drove the AAA sprinters and placed tenth in the Eastern standings. Another very serious accident occurred in 1957 when he was involved in a midget racing crash at the Freeport, L.I., Stadium. He received severe face and head lacerations requiring hundreds

of stitches to close the deep wounds. The final 1957 ARDC point standings showed Ernie in 22nd place, with one feature win at the Williams Grove Speedway in the Jim Barclay Offy.

In 1958 he placed 19th in ARDC points; in 1959 he ranked 11th.

Driving the Lori-B Offy in 1960 he made his best showing to date, as he finished fourth in the final standings and led the feature win column with six. His victories included four at Hatfield (PA) Speedway, one at Manassas, VA, and one at the Hamburg (NY) Fair. He repeated his fourth-place showing in 1961, with four victories to his credit.

Ranked eighth in 1962, Ernie took the 50-lapper at the Allentown, PA, fair, finished third at Nazareth, PA, and took another third at Harrington, DE. He drove the Bob Melia Offy in 1963 to a tenth-place showing. In 1964, still in the Melia Offy, he placed second to Len Duncan in the final standings, with three wins - at Reading, PA; Freeport, NY; and the Rutland, VT, Fair. He placed fourth for the third time in 1965, with three feature wins, and ninth in 1966 with one win. Driving the Bulldog Offy, Ernie placed sixth in 1967, then 12th in 1968 and seventh in '69.

The ARDC championship had eluded this popular hard-driving veteran from Reading, PA. It's interesting to note that he had placed in every position in the first ten of the point standings except third - and, of course, first. Of all the active drivers from 1955-'69, Ernie McCoy ranked fourth with 20 feature wins behind "Dutch" Schaefer, Len Duncan and Johnny Coy.

Throughout the years, Ernie had been known as a practical joker among the ARDC drivers, and his off-track antics have endeared him in the hearts of race fans everywhere. He was a familiar figure at all the ARDC meets accompanied by his pet bulldog. Ernie was sincere and loyal and always ready to give a helping hand to younger drivers. He was instrumental in launching the career of young Spike Gillispie of Bloomsburg, PA. Over the years Ernie was also active in the ARDC organization, serving on its Board of Governors in 1949 and as a director in 1959, '63, '64 and '66.

McCoy became a car owner in recent years in ARDC before retiring to Florida, where he eventually helped in the formation of the Auto Racing Legends group. He was the first person nominated to receive the annual A.R.L. Emeritus Award.

Ernie McCoy passed away on February 11, 2001. He was 81.

Franchitti Fastest on Final Day of Infineon Test

SONOMA, CA, April 13 -- Andretti Green Racing driver Dario Franchitti saved his best lap for last as he led the final day of IRL IndyCar Series testing at Infineon Raceway.

Franchitti recorded a time of one minute, 16.1015 seconds (108.797 mph) on his final lap on the 12-turn, 2.3-mile road course. Helio Castroneves, who recorded the quickest lap on the opening day of the two-day open test, was second fastest with a lap of 1:16.4497 (104.610). Scott Dixon recorded the third-quickest lap at 1:16.4688 (108.279).

IndyCar Series teams return to Infineon Raceway for the Argon Mortgage Indy Grand Prix on August 28.

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Miller Holds Off Mars for WDRL Win at Freeport

by Tom Lathen

FREEPORT, IL, April 17 -- Darren Miller held off a fast-finishing Jimmy Mars Saturday night to win the World Dirt Racing League Late Model Series-sanctioned feature event at Freeport Raceway Park.

Miller, who took the lead from Brady Smith on lap 12, survived a brief tangle with the wall near the race's mid-point and a furious battle with Brian Birkhofer before keeping Mars at bay through turns 3 and 4 on the final circuit to secure the win.

Miller came from an outside front-row starting position and wheeled into third at the drop of the green flag as Smith and Birkhofer battled for the lead on the opening circuit. Racing the bottom of the track, Miller roared underneath Birkhofer on lap 9 to grab second and, a lap later, closed the gap on the front-running Smith to just a handful of car-lengths. After attempting the pass on lap 10, Miller powered off the bottom coming out of turn 2 a pair of laps later and snatched the lead.

The caution flag flew on lap 20 when two-time series champion Kyle Berck lost power, but when racing resumed Miller again darted to the advantage, with Birkhofer now running second. As the leaders raced through traffic, Birkhofer made numerous runs on Miller to no avail, and at the finish Miller protected the bottom and held off Mars by less than a car-length at the finish.

RESULTS

WDRL LATE MODELS

Qualifier 1: Darren Miller, Chadwick; Matt Furman, Iowa City, IA; Jimmy Mars, Elk Mound, WI.
Qualifier 2: Steve Kosiski, Papillion, NE; Brian Birkhofer, Muscatine, IA; Brady Smith, Solon Springs, WI.
Qualifier 3: Steve Francis, Ashland, KY; Jeff Larson, Freeport; Ace Ihm, Hazel Green, WI.
Qualifier 4: Keith Foss, Winona, MN; Justin Fegers, Mound, MN; Ray Guss, Jr., Milan.
Consolation: Kyle Berck, Marquette, NE; John Vandenberg, Oskaloosa, IA; Caley Emerson, Grand Rapids, MN.
Dash: Birkhofer; Smith; Mars.
Feature: Miller; Mars; Birkhofer; Francis; Denny Eckrich, Tiffin, IA; Dan Schlieper, Sullivan, WI; Smith; Fegers; Foss; Brian Harris, Davenport, IA.

Miller Masters Eagle Valley Mod Main

by Ed Reichert

JIM FALLS, WI, April 17 -- Jason Miller passed defending WISSOTA National modified champion Craig Thatcher, then repelled Thatcher's attempts to regain the lead in an outstanding two-car battle to highlight the opening-night program Sunday at the Eagle Valley Speedway on a beautiful early spring evening.

At the green Thatcher quickly pulled ahead of pole-sitter Jody Bellefeuille. Miller secured second before contact sent Mike Anderson spinning and hitting the wall, where he was then nailed nearly head-on by Dave Siercks who had no where to go. There were no injuries in the grinding crash, which brought out the only yellow flag of the event.

After the restart but Miller ducked inside on Thatcher and beat him through the corner to take over the top spot. Thatcher continued to pressure Miller and made one last attempt on the final corner, driving very deep, but Miller out-accelerated Thatcher and held him off by a car-length.

Duane Mahder also came from behind to win the late model feature. John Kaanta got the jump on Tim Isenberg to take the initial lead, while Mahder passed his son Chad and then Isenberg to take second. The first yellow waved when Tom Nesbitt spun, and on the restart Mahder got under Kaanta and

blasted into the lead. Mahder opened up some distance, but Kaanta picked the pace back up again and nearly got under Mahder on several occasions. Late in the go Mahder split a couple of lapped cars, which provided him with a narrow margin that Kaanta couldn't close before the finish.

Defending WISSOTA National super stock champion Ryan Aho took the opening-night victory here for the second year in a row. Aho came from the third row, found an opening on the bottom and quickly shot up to second. He then got inside on early leader Chris Gorka, and the two raced hard for two laps before Aho claimed the position. The race was stopped twice for minor incidents, but each time Aho rebuilt his big lead. Mike Keller got under Gorka to take second late.

A big field of Midwest modifieds saw six yellows slow their feature, and only half the starting field was still running at the finish. Rookie Mike Knopps led early before Mickey Nosser quickly grabbed the top spot. Dan Wheeler worked the bottom to find second, and on one of the many restarts he ducked low and edged past Nosser. The final yellow set up a three-lap dash to the finish, and while Nosser nearly made the top side work, Wheeler held on for the win.

The street stock feature



Jason Miller (12) passes Craig Thatcher (91) in the WISSOTA modified feature Sunday night at Eagle Valley Speedway. (Neil Eric Miller photo)

saw an eight-car battle in the lead pack before Chris Peterson secured the lead, then checked out on the field. Peterson pulled past Troy Fransway and opened up some distance, and after a yellow flag flew for a marker tire on the track Ron Hanestad went high and took over third behind Keith Tourville, but Peterson motored on for the win.

The pure stocks ran the only non-stop main event, and Ryan Hensel dominated, pulling away quickly to a straightaway advantage, and was never challenged as he drove to an easy win. Rookie Craig Hartman worked his way into second and held that spot the rest of the way, while Bill Benish made a late charge for third.

RESULTS

WISSOTA LATE MODELS

Feature: Duane Mahder, John Kaanta, Pat Doar, Lance Matthees, Tom Nesbitt, Darrell Nelson, Tim Isenberg, Adam Hensel, Ron Schreiner, Chris Carlson.

Heat 1: Doar, Rick Hanestad, Matthees.

Heat 2: Hensel, Nesbitt, Nelson.

WISSOTA MODIFIEDS

Feature: Jason Miller, Craig Thatcher, Paul Harelstad, Tyler Keyser, Chris Oertel, Jed Moore, Todd Siddons, Darrell Nelson, Scott Splittstoesser, Luke Schilling.

Heat 1: Thatcher, Oertel, Keyser.

Heat 2: Mike Anderson, Miller, Harelstad.

WISSOTA SUPER STOCKS

Feature: Ryan Aho, Mike Keller, Mark Stender, Kevin Adams, Chris Gorka, Dave Mass, Jake Redetzke, Jason Forehand, Jim Willner, Rick Simpson.

Heat 1: Adams, Mass, Lucas Peterson.

Heat 2: Forehand, Keller, Redetzke.

Heat 3: Aho, Stender, Gorka.

WISSOTA MIDWEST MODIFIEDS

Feature: Dan Wheeler, Mickey Nosser, Tim Siercks, Shane Holopka, Travis Krause, Jim Poyda, Ryan Olson, Frank Soucek, Mike Knopps, Shannon Williams.

Heat 1: Nosser, Rod Ryba, Olson.

Heat 2: T. Siercks, Krause, Paul Clark.

Heat 3: Bryan Siercks, Wheeler, John Burgess.

WISSOTA STREET STOCKS

Feature: Chris Peterson, Keith Tourville, Ron Hanestad, Roger Walker, Steve Goliat, Jesse Redetzke, Troy Fransway, Cory Crapser, Lee Christjohn, Wayne Dean.

Heat 1: Tourville, Hanestad, Fransway.

Heat 2: Walker, Peterson, Jared Loos.

PURE STOCKS

Feature: Ryan Hensel, Craig Hartman, Bill Benish, Adam Soltis, Matt Franz, Travis Lau, Scot Anderson, Adam Berg, Scott Kralcek.

Heat 1: Hartman, Benish, Lau.

Heat 2: Hensel, Soltis, Anderson.

National Speedway Directory

Completely updated for 2005. The most complete directory available with the listing of the 1086 oval tracks, 337 dragstrips and 91 road courses that operate in the United States and Canada. Data includes nights of operation, exact directions, phone numbers, addresses, the size and surface of each track, types of cars, sanctioning info, schedules, etc.

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All Star Sprints as of April 16

Chad Kemenah	408
Danny Smith	405
Dale Blaney	380
Greg Wilson	346
Randy Hannagan	341
Dean Jacobs	334
Rob Chaney	333
Jac Haendenschield	331
Paul May	329
Brock Mayes	328

American Sprint Car Series (ASCS)

MIDWEST REGION as of April 15

Terry McCarl	150
Billy Alley	146
Brian Brown	144
Mike Chadd	142
Jason Martin	140
Don Drou, Jr.	138
Jake Peters	136
Toby Chapman	134
Seth Brahmer	132
Kerry Grabill	130

IMCA

as of April 15

MODIFIEDS

National

Henry Witt, Jr.	609
P.J. Egbert	506
James Holder	452
Cody Smith	437
William Pat McGuire	421
Chris Bragg	376
Darryl Campbell	350
Josh McGaha	348
Sonny Wahl	337
Larry Corning	326

Northern Region

Joey Schaefer	181
David Brown	167
Troy Cordes	167
Vern Jackson	159
Jeff Schroyer	159
Jimmy Gustin	157
Richie Gustin, Jr.	140
Tim Murty	137

Jay Noteboom 134

Patrick Graham 114

Iowa

Joey Schaefer	181
David Brown	167
Troy Cordes	167
Vern Jackson	159
Jeff Schroyer	159

STOCK CARS

National

Duain Pritchett	674
Benji Kirkpatrick	650
B.J. Dulock	577
Mike Miles	524
Jason Honey	519
Cody Sample	512
Charlie Wilson	452
Steve Spoons	443
Toby Miller	419
Travis Evans	404

Northern Region

Jason Schoenberger	336
Damon Murty	255
Luke Veren	215
Rick Brown	204
Eric Stanton	204
Brian Blessington	195
Caleb Peters	195
Zach Schultz	159
Clayton Deppe	156
Jeremy Gettler	147

Iowa

Damon Murty	216
Luke Veren	191
Brian Blessington	157
Clayton Deppe	145
Jeremy Gettler	136

SPORTSMODS

Northern

Tim Gannon	105
Mike Hiller	71
Keith Williamson	69
Heath McReynolds	40
Frankie Dulin	39
Andy Tiernan	39
Danny Dvorak	38
Jared Vote	37
Ryan D. Coleman	36
Bob Ebaugh	35
Jason Mallicoat	35
Kyle Wahlert	35

Iowa

Tim Gannon	105
Mike Hiller	71
Keith Williamson	69
Heath McReynolds	40
Frankie Dulin	39
Andy Tiernan	39

HOBBS STOCKS

National

Allen Montgomery	645
Nathan Sodek	464
Jerry West	461
Michael Hulsey	451
Charles Cosper	430
Danny Kreder	381
Chris Ater	373
Corey Homan	373
Matt Drott	364
Dillon Smith	343

Iowa

Dustin Smith	198
Donavon Smith	196
Micheal Smith	193
Jack Murray	188
Bill Bonnett	174

LATE MODELS

Deery Bros Summer Series

Terry Neal	184
Lonnie Bailey	162
Rob Toland	160
Jay Johnson	148
Brenton Slocum	142
Jeremiah Hurst	140
Kevin Blum	120
Darrel DeFrance	108
Jeff Aikey	106
Lorin Johnson	98

International Race of

Champions (IROC)

as of April 15

Mark Martin	42
Sebastian Bourdais	32
Martin Truex, Jr.	29
Matt Kenseth	26
Buddy Rice	26
Bobby Hamilton	24
Max Papis	18
Danny Lasoski	16
Kurt Busch	15

Marshfield Super

Speedway

- Marshfield, WI

as of April 17

SUPER LATE MODELS

Mark Eswein	56
Jeff Weinfurter	51
Ben Pettis	50
Greg Back	45
Pete Kempf	43
Jay Vandergest	40

Helio Castroneves 14

Lake Geneva Raceway

- Lake Geneva, WI

as of April 16

SPORTSMAN DIVISION

Kenny Joosten	690
Jeremy Bloomberg	685
Ken Smart	620
Adam Berge	565
Erik Pierce	520
Gary Norton	500
Scott Ascher	460
John Fischer	460
John Janssen	375
Jamie Dorsey	325

SUPER LATE MODELS

Jamie Wallace	750
Eddie May	575
Jeff Holmgren, Jr.	540
Kent Burkoth	520
Russ Blakeley	485
Mike Meyerhofer	425
Matt Kocourek	415
Vincent Merry	385
Rick Corso	360
Mike Simon, Jr.	355

SUPER STOCKS

Mike Gunderson	690
Adam Regnier	595
Tom Roney	590
Scott Norton	585
Josh Wallace	575
John Maki, Jr.	570
Ken Eisbrenner	425
Joe DeCubellis	425
Randy Schneider	425
Dustin Holland	405
Al Kuphal	405

Marshfield Super

Speedway

- Marshfield, WI

as of April 17

SUPER LATE MODELS

Mark Eswein	56
Jeff Weinfurter	51
Ben Pettis	50
Greg Back	45
Pete Kempf	43
Jay Vandergest	40

Rick Grunden 38

Derek Gress 34

Tim Hintz 33

Tommy Gibbons 32

CWSSA SUPER STOCKS

Andy Simonis	54
Brian Weinfurter	51
Bo Bennis	50
Chad Scholl	49
Randy Meyer	46
Travis Zvolena	42
Ray Karl, Jr.	34
Scott Simons	33

CWMSA FOUR-CYLS

Paul Berg	49
Kevin Eckes, Sr.	48
Dale Louze	46
Greg Blount	45
Adam Eckes	44
Jeremiah Strauss	44
Don Dunow	40
J.J. Flick	39
Dan McGiveron	37
Erin Schlough	32

ONE-MAN CRUISERS

David Knauf	55
Cody Meyer	55
Wayne Dietz	48
Mike Denny	46
Tim Dickman	40

NARA DirtCar Series

as of April 18

Terry English	1305
Don O'Neal	1295
Steve Shaver	1110
Matt Miller	1110
Donnie Moran	1090
Earl Pearson, Jr.	1050
Tim Dohm	1025
Dennis Erb, Jr.	1010
Shannon Babb	1000
Scott James	965

NASCAR

NEXTEL CUP

as of April 17

Jimmie Johnson	1142
Greg Biffle	1007
Rusty Wallace	905
Kurt Busch	897

Jeff Gordon 895

Sterling Marlin 883

Mark Martin 882

Elliott Sadler 879

Ryan Newman 873

Dale Jarrett 853

BUSCH SERIES

as of April 16

Carl Edwards	1271
Reed Sorenson	1195
Clint Bowyer	1105
Kenny Wallace	973
Ashton Lewis	932
Denny Hamlin	932
Martin Truex, Jr.	924
Shane Hmiel	888
Kevin Harvick	875
Jon Wood	868

Rockford Speedway

- Rockford, IL

as of April 16

NASCAR AMERICAN

SHORT TRACKERS

Randy Samples	99
Nick Cina, Jr.	97
Donald Russell	95
Jason Evans	89
Jason Bragg	86
Aaron Rude	86
B.J. Sparkman	80
Dave Wagner	78
Steve Cavin	73
Tim Steger	72

NASCAR LATE MODELS

Bob Wilberg	102
Jon Reynolds, Jr.	99
Matt Berger	98
Ricky Bilderback	97
Bob Kahler	86
Bill Hobson	78
Jerry Gille	76
Chad Misslich	70
Ryan Carlson	54
Brett McCoy	37

NASCAR ROADRUNNERS

Gene Marocco	109
Billy Robinson	104
David Lignell	100
Ricky Weimerskirk	92
Dan Sander	89

Wanda Dobbs 88

Chad Smith 87

Pat Smith 86

Randy VonHaden 79

Gilbert Brewer 76

USAC

WESTERN SPRINTS

as of April 16

Brad Bumgarner	123
Michael Lewis	122
Kody Swanson	122
Tony Hunt	118
Tim Barber	114
Brian McClish	101
Mike Murgotio	89
Shauna Hogg	89
Jim Waters	89
Chuck Maddox	82

WESTERN MIDGETS

as of April 16

Robby Flock	96
Steve Paden	91
Thomas Meseraull	76
J.J. Yeley	63
Ryan Kaplan	62
Bobby East	59
Jay Drake	58
Rick Hendrix	58
Jerome Rodela	55
Dave Steele	51

ROCKY MT. SPRINTS

as of April 16

Tony Hunt	128
Jimmy Wysong	106
Chuck Maddox	102
Jim Waters	100
Rick Pardee	67
Mel Andrus	54
Brian Evans	52
Jeff Bergener	36
Jim Campbell	32
Dave Fitzgerald	7

USAC/CRA SPRINTS

as of April 16

Rip Williams	463
Charles Davis	433
Mike Kirby	417
Damon Gardner	385
Cory Kruseman	378
Rickie Gaunt	351

Josh Ford 310

Seth Wilson 233

Tony Jones 207

Mike Spencer 205

CALIFORNIA FORD

FOCUS DIRT MIDGETS

as of April 16

Bobby Michnowicz	134
Chris Veach	105
Audra Sasselli	103
Robbie Whitchurch	99
Bret Engstrom	92
Cal Smith	90
Jet Davison	89
Todd Carroll	89
Chase Barber	85
Alex Harris	74

USCS Sprints

as of April 16

Terry Gray	998
Kenny Adams	996
Ryan Myers	978
Danny Martin, Jr.	974
Matt Tiffany	874
R.J. Johnson	858
Bryn Gohn	854
Brice Wrenn	796
Wayne Reutimann, Jr.	728
Stephen Darvalics	724

World of Outlaws

WINGED 410 SPRINTS

as of April 16

Steve Kinser	1861
Craig Dollansky	1823
Kraig Kinser	1739
Jason Meyers	1723
Donny Schatz	1722
Danny Lasoski	1683
Shane Stewart	1658
Daryn Pittman	160